

# The Hongkong Telegraph.

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SATURDAY, JULY 18, 1903.

六拜禮

號八十月七英港香

\$30 PER ANNUM.  
SINGLE COPY, 6 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,000,000

Head Office: YOKOHAMA.  
Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.  
Hongkong, 11th March, 1903.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$1,500,000  
Sterling Reserve ..... \$1,500,000  
Silver Reserve ..... \$5,000,000  
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq.  
E. Goetz, Esq.  
G. H. Medhurst, Esq.  
C. Michelau, Esq.  
H. Schubart, Esq.

CHIEF MANAGER:  
HONGKONG—J. R. M. SMITH.  
MANAGER:  
SHANGHAI—H. M. BEVIS.

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 14th May, 1903.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1903.

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... \$1,000,000  
Paid up Capital ..... \$324,374

HEAD OFFICE: HONGKONG.  
Board of Directors:  
Chan Kit Shan, Esq., J. Scott Harston, Esq.,  
Chow Tung Shang, Esq., J. Laus, Esq.,  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 12th May, 1903.

### THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.  
BRANCHES: Hankow, Calcutta, Tientsin (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
H. FIGGE,  
Manager.

Hongkong, 4th October, 1902.

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS, \$1,180,000

Gold \$7,180,000

Head Office: NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:  
On Current Accounts at 2 1/2 per annum.  
On Fixed Deposits:  
For 3 months 2 1/2 per annum.  
" 6 " 3 1/2 " " "  
" 12 " 4 " " "

E. F. GROS,  
Acting Manager.  
Hongkong, 1st December, 1902.

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$1,000,000 ... \$200,000  
Surplus (Reserve), Gold \$4,000,000 ... \$800,000

Total ..... Gold \$5,000,000 ... \$1,000,000  
Capital and Surplus authorised, Gold \$10,000,000 ... \$2,000,000

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Accounts at the rate of 3 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.  
" 6 " 4 " " "  
" 3 " 3 1/2 " " "

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 26th May, 1903.

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHINKIANG. SINGAPORE.  
CHUNKING. TIENTSIN.  
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:  
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS:  
3 per Annum Fixed Deposits for 3 months.  
4 " " " " "  
5 " " " " "

E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1903.

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE: LONDON.

CAPITAL PAID-UP ..... \$800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... \$800,000

RESERVE FUND ..... \$725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 6 " " "

" 3 " 3 " " "

T. P. COCHRANE,  
Acting Manager

Hongkong, 18th May, 1903.

## Ships.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY	Mazagon	About 24th July	Freight
(Calling at Penang if sufficient inducement offers)	S. Hall	July	
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	Candia	About 24th July	Freight only.
(Passing through the Inland Sea)	E. G. Andrews	July	
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Ceylon	About 24th July	Freight and Passage.
	C. D. Bennett, R.N.R.	July	

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th July, 1903.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

#### STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
HAMBURG	WEDNESDAY, 22nd July.
PRINZ HEINRICH	THURSDAY, 6th August.
SACHSEN	THURSDAY, 20th August.
KLAUSCHOU	THURSDAY, 3rd September.
BAVERN	THURSDAY, 17th September.
ZIETEN	WEDNESDAY, 30th September.
SEYDLITZ	WEDNESDAY, 14th October.
ROON	WEDNESDAY, 28th October.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 22nd day of July, 1903, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 20th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 21st instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 21st instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 10th July, 1903.



LANE, CRAWFORD & CO.  
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED  
FOOCHOW TEA.

#### PRICES.

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to

THE MANAGER.

### MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES. A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week. SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,  
Proprietor.

E. G. JORDAN,  
Manager.

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## Intimations.

"I hear they want more"

**BOVRIL**

the food-beverage.

BOVRIL is food and drink combined. It is not only a delightful beverage, but a valuable nourisher and energiser as well.

Cooks find that BOVRIL doubles the value of soups, gravies, hashes, made dishes, &c.

## JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 108, HOUSE STREET.

#### OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinosu, Saaseo, Milko, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkibara and other Coals.

N. INUZUKA, Manager, Hongkong

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### THE DISTILLERS CO., LIMITED.

WHISKY.

Per Doz. - \$16.50

GIN.

"OLD TOM"

"DRY"

Per Doz. - - \$9.00

SOLE AGENTS:

H. PRICE & Co.,

12, Queen's Road.

Hongkong, 26th January, 1903.

### TURKISH REGIE CIGARETTES.

SELAM, YASHMAK, KARCH

Telephone No. 75.

IN FIRST-CLASS CONDITION.

CALDBECK, MACGREGOR & Co.

SOLE AGENTS.

16, Queen's Road, Hongkong, 16th July, 1903.

### OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

JAS. D. M. CAMERON,  
Manager.

Hongkong, 5th May, 1903.

### MARLBOROUGH HOUSE.

31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone: No. 580.

Shanghai, 6th June, 1903.

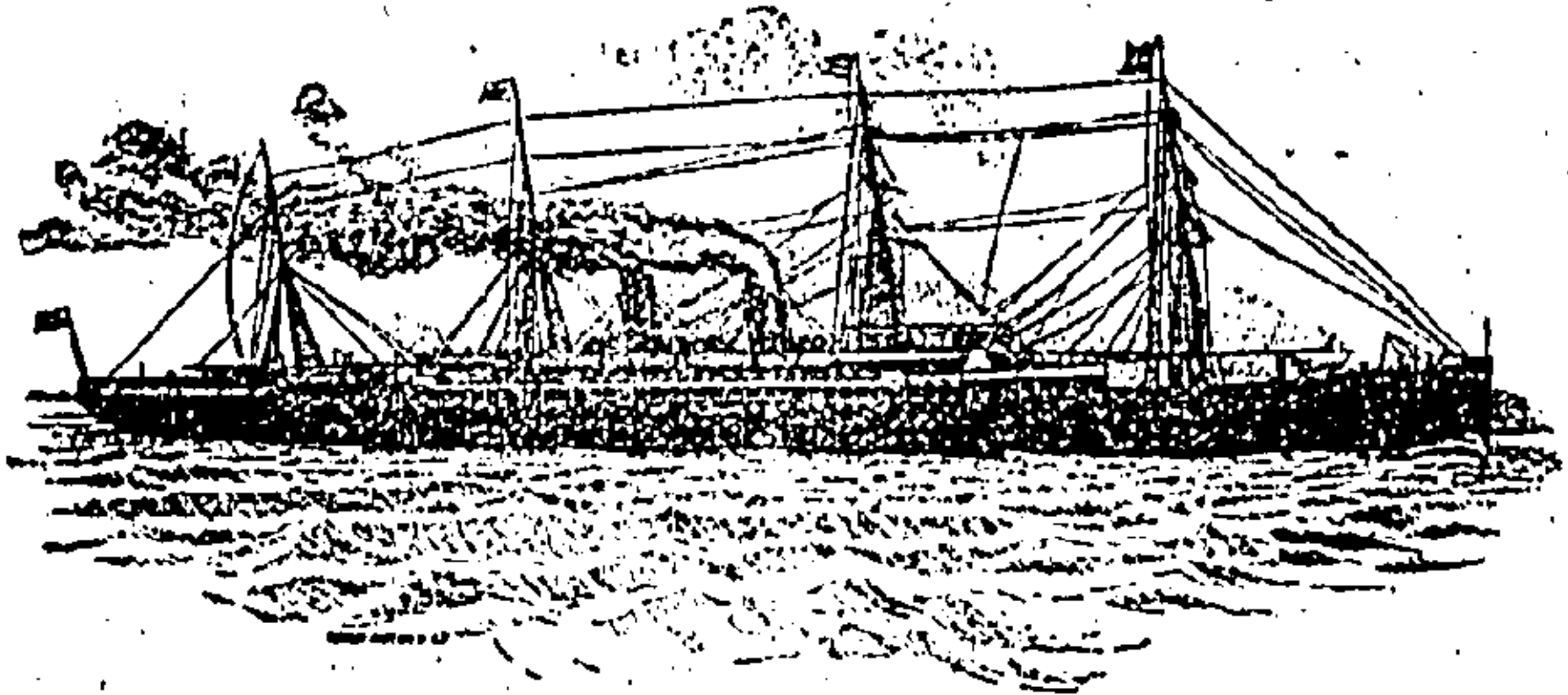
## HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903.



# U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	WEDNESDAY, 22nd July, at Daylight.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"CORIC"	SATURDAY, 26th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 22nd instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 11th July, 1903.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 19th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 23rd August.
"TARTAR"	4,425 "	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO ANCOOVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Ancoover with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL RAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th June, 1903.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
"URZBURG"	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th July.	Freight and Passengers.
"DENIA"	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	12th August.	Freight.
"THONIA"	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	26th August.	Freight.
"Hildebrandt"	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	9th Sept.	Freight and Passengers.
"ONIGSBERG"	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	23rd Sept.	Freight.
"DALUSIA"	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	about middle of August.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 9th July, 1903.

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain H. D. Jones.
"POW-SHANG"	2,338 "	G. F. Morrison, R.N.R.
"FAIR HAN"	2,160 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5-30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7-30 A.M. } excepted.

#### CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7-30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7-30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.

"SAINAM," 588 " B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903. 1357e

## Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

### PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 13th May, 1903. 119

MACEWEN, FRICKEL & CO.

have undertaken the Sole Agency in Hongkong for

*Kabuto Beer*

A Pure LAGER BEER excellently

Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pis.

or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903. 650e

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTOR,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903. 138

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 60 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903. 595d

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

*Jeyes Fluid*

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1903. 100

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,  
No. 26, Connaught Road Central.  
Hongkong, 9th February, 1903. 46 40

## Intimations.

### THE YOKOHAMA DOCK CO., LTD.

#### No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

#### No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e

## THEY HAVE ARRIVED

57

of good things  
for  
the table.

Do you know

that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

THE MUTUAL STORES,

25, Des Vœux Road Central.

Hongkong, 29th June, 1903.

[553e

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17

## THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c

## GO TO THE KOWLOON HOTEL, KOWLOON.

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.  
CONNAUGHT HOUSE.

954c  
SPONGES! JUST OPENED A Box of Superior Lot of TOILET and NURSERY SPONGES of Different Sizes. Prices very Moderate.

H. RUTTONJEE,  
No. 5, D'Aguilar Street,  
36 and 38, Elgin Road, Kowloon.  
Hongkong, 13th July, 1903. [830c

CHINESE AMERICAN COMMERCIAL COMPANY.

司公英華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE COMPANY'S OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [543e

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1299c

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, 11  
Ice House Road.

I S now in a position, in his New and Com-



SENIOR LIMANTOUR'S VIEWS  
ON MEXICO'S CURRENCY  
PROBLEM.

The extended trip on which Senior Limantour, the Mexican Minister of Finance, is now engaged, is known to have a very intimate relation to the solution of Mexico's intricate money problem upon which his Government is engaged. After spending several days at New York, where he held conferences with many of the most prominent American financiers, the Minister and his suite left for Europe, where it is understood that he will visit the leading capitals and hold similar conferences, especially at London, Paris and Berlin. From statements made by him just prior to leaving New York, it is evident that the immediate purpose of his tour was already practically accomplished. This was to arrange for the issue of new Mexican dollars to the amount of \$100,000,000. The new dollar is to be made a legal tender for all debts and accounts collectable in Mexico, and secured by a deposit of \$15,000,000 in gold. The present Mexican dollar will not receive this Government support and will have a value as bullion only.

Senior Limantour wished it to be distinctly understood, however, that the ultimate purpose of the Government was not the establishment of a new basis in Mexico, but rather of a fixed value of silver so that merchants and manufacturers would no longer be subject to the annoyance and loss occasioned by such fluctuations as have occurred during the last few years. While in New York he remarked that outsiders could have no conception of the difficulties occasioned by the present situation, adding that there was a great difference between "observing from a distance and suffering on the spot."

"We are not trying to make Mexico a gold country," Senior Limantour stated explicitly to a representative of the New York Times. "For many and varied reasons such effort would be futile. The undertaking would be foolish. A country of whose exports 40 per cent. is silver, a country whose silver production has through all the generations been the foremost constituent of national wealth, is barred from any such venture as from time to time is thoughtlessly suggested by some monometalist prophets. We are committed to the use of silver by reason of conditions that are not at all debatable. Indeed, your publicists here and those in Europe who understand the situation are undivided in appreciating our position in this particular."

"Our aim, our necessity," continues Senior Limantour, "is not to interfere with the use of silver or to put gold basis restrictions upon it. Our aim, our necessity, is to have our silver money worth, day by day and year in and year out, some certain fixed value, upon which business contracts can be safely based—which will give business interests the opportunity to proceed safely. With this end accomplished, we put Mexico far forward, and to-day it can be accepted as sure that success is attained."

"Our plan corresponds to various ways to what rules in the United States colonial financial policy. In the Philippines, you are obliged to provide a silver currency, and it must have a maintained, fixed value. This is not true merely as to the United States but is a governing rule with Russia, France, Holland, and Great Britain, all having colonies with similar needs, requiring similar value assurance. And with the record of accomplishment in these instances before us, the problem we have had to solve has, as it has advanced, grown more and more easy of solution."

In connection with the visit of the Mexican Minister to the United States and Europe, it is not inappropriate to review briefly the enlightened and earnest effort now being made by the Mexican Government under the lead of President Diaz and Senior Limantour, to investigate the profoundly serious problems created by the steady decline in silver, and has set itself to secure the best solution possible for each of them. That this is being done without sensational incidents of any kind is in itself, a high tribute to the strength of the Government and a most happy augury of its ultimate success. The guiding mind in the elaborate study of the monetary problem now being undertaken is undoubtedly Senior Limantour, an excellent portrait of whom accompanies this article. Under his guidance a commission composed of the most eminent financiers, merchants and Government officials in the country has been appointed with explicit instructions, regarding the scope of its investigations. This central commission has been divided into four sub-committees. The first of these is to investigate and report upon the present imports and exports of the country, including the differences, if any, between the real value and the purchase price of each commodity, the amount of foreign capital invested in Mexico and the sums sent abroad annually as interest on these investments and for payment of the principal. This committee will incidentally report upon customs duties, freights and other transportation costs by both land and sea; insurance, commissions and all other charges borne by imported or exported merchandise. The second sub-committee is directed to investigate with equal elaborateness the mineral production of Mexico, the quantity of each mineral exported and the profit of the mining operations now in progress in the Republic. This committee will also consider the exportation of Mexican silver dollars and the probable effect upon the production of the precious metals of a further decline in the relative value of silver as compared to gold. The third sub-committee is to study most thoroughly the quantity and kind of money now existing in the Republic of Mexico, basing their report upon data to be secured from the various bureaux of the Government and from leading business houses and financiers. It will also investigate the stock of money held in the country and such fluctuations as occur therein, together with the effect of per-

iodical changes upon the rate of discount, commerce, agriculture and industry. The fourth sub-committee is to undertake a most elaborate inquiry into the general question of fluctuations in the rate of exchange.

The lofty sense of responsibility with which Senior Limantour regards the work of this commission is well exemplified in the address with which he opened its sessions, a few typical passages from which are quoted herewith:

"It cannot be said that the events which, have, so to say, been maturing the factors of this problem into their present form have occurred suddenly or unexpectedly. On the contrary, one-third of a century ago the first symptoms of the phenomenon which now claims our consideration, made their appearance, and the development of those symptoms, with vicissitudes of advance or retrogression, at times sudden, at times gradual, has, during the last decade, entered upon a stage that inspires just alarm."

"In Mexico it at one time was considered axiomatic that the wealth of the Republic was constituted by the diminution in the value of the white metal exported, but as time went by and after periods of crisis more or less acute had been experienced, former opinions were modified and the problem was considered with greater calmness. It was then seen that though the low price of silver was detrimental to certain interests, it acted as a powerful stimulus to others, surrounding them with conditions that were very propitious to their growth. It also became apparent that the effect on the mining interest could not be very serious, seeing that the operation of mines continued to develop so considerably. The reaction in opinion did not stop there, but advanced to the point of maintaining generally that, setting off the evils and the advantages of the depreciation of silver against one another, there remained a substantial balance in favour of the latter."

"The truth is, that while the gold premium did not exceed 100 per cent. the interests of the country, taken as a whole, did not suffer through the curtailment in value of our chief mineral product. This seems to be proved by careful analysis of the facts, though it is impossible to estimate separately the influence of each of the factors that have contributed to the prosperity of the nation in recent years. A point, however, as to which there is no diversity of opinion, is in respect to the consequences entailed by the constant fluctuations in foreign exchange, for all are agreed in characterizing them as hurtful. A rise or fall in the gold premium, had it been stable, would not have occasioned such an outcry as its constant fluctuations, and thus the sudden rise of the premium to the unparalleled rates which it has recently attained has darkened the situation, affecting as it has almost every class of society, not only by its direct consequences but by its indirect effect on the prices of almost every article of consumption."

"In discussing the arduous and complex questions to which the silver problem gives rise, the various aspects under which it has to be considered must not be confused. In the first place the condition of the metal in question may be studied on the same basis as the condition of any other natural product, that is to say, as a mere raw material subject to the general laws of trade. Thus considered, and apart from the special application to which it has been put in the monetary systems of the world, silver is a product of much importance in respect to its other uses, and, therefore, Mexico, which produces the largest quantity of the metal, and of whose inhabitants a considerable number, as we well know, are dependent upon it for their livelihood or wealth, is keenly interested in warding off a dearth flow or any serious injury to a branch of industry that has been the country's source of prosperity since the earliest days of the colonial epoch."

"The question, last of all, has what might be called an international phase, for which reason it must necessarily attract the attention not only of the countries in which silver is the mainstay of the currency but also of the countries which have adopted the gold standard and which trade actively with the former or which have silver-using colonies or dependencies. In truth, the great manufacturing nations cannot be indifferent to the considerable curtailment of the purchasing power of the countries which consume their products, a curtailment due to the depreciation of the local currency."

"It has been said that the depreciation of the white metal does not interest all nations in the same degree; it does not even affect, with the same intensity as it affects Mexico, the other nations whose monetary circulation is almost wholly composed of silver coins. Our country is exceptionally situated; partly because one-third of the world's output of silver comes from its mines; partly because the mining of silver is, after agriculture, the most important of the national industries; partly because silver, in addition to the role which it enacts as a commodity in our foreign commerce, serves as our monetary standard and as the measure of all other values at home, and partly, last of all, because that factor of our wealth represents two-fifths of our exports and is the prime instrumentality which pays for the articles which we purchase abroad and which settles our trade balance. Thus there is no aspect of the problem that is indifferent to us, and it may be affirmed that our country is the only one that is called upon to study the silver problem in its amplest form."

"The Government's task has consisted in investigation, by every means within its reach the facts that may have influenced or that may in future influence the fate of silver and in drawing its own conclusions, with due regard to the opinions emanating from authorities in the question. It has, at the same time, taken care, as was its duty, until the study and investigation shall have been fully matured, to observe an attitude that would give no ground for supposing that it favoured any given solution. It has also signified its intention not to take any step of a practical character until the necessity of modifying existing law and practices shall have been thoroughly demonstrated. It is not right for any government to involve its country in immature experiments in questions that affect profoundly and without exception all its elements of wealth, for mistaken or premature action is capable of running many interests."

## Intimations.

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the Appointment of Directors, and re-electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st of July to the 4th August, inclusive.

By Order of the Board of Directors,  
J. GOOSMANN,  
Acting Secretary.

Hongkong, 15th July, 1903. [844e]

THE HONGKONG ICE COMPANY,  
LIMITED.

## NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1903, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on Application at the OFFICE of the Company on and after TUESDAY, 28th July. THE TRANSFER BOOKS of the Company will be CLOSED from the 20th to 28th inst. both days inclusive.

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 15th July, 1903. [845e]

THE WEST POINT BUILDING CO.,  
LIMITED.

AN INTERIM DIVIDEND of ONE DOLLAR AND A HALF per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 1st instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th instant, (both days inclusive).  
By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to  
The Hongkong Land Investment and Agency Co., Limited.  
General Agents for  
The West Point Building Co., Limited.  
Hongkong, 14th July, 1903. [838e]

THE HONGKONG LAND INVESTMENT AND AGENCY CO.,  
LIMITED.

AN INTERIM DIVIDEND of SIX DOLLARS per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 28th instant, both days inclusive.  
By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 14th July, 1903. [839e]

## WANTED AT ONCE.

AN EXPERT TYPEWRITER, Good Salary to an Efficient Worker.

Apply to—  
JOHNSON, STOKES & MASTER,  
8, Des Vaux Road Central,  
Hongkong, 16th July, 1903. [838e]

THE  
ROBINSON  
PIANO  
Co., LTD.

## PIANO CLEARANCE SALE.

THIS SEASON'S Pianos, as under, must be sold to make Room for New Stock. 100 Pianos to arrive about October.

SQUIRE (Owner's Property)..... \$350  
SCHIEDMEYER, Upright..... 400  
Grand..... 550  
HOPKINSON..... 300  
RUSSELL Transposing..... 750  
ROBINSON PIANO CO., LD.,  
Transposing..... 750  
RUSSELL Transposing..... 750  
APOLLO (Secondhand) Horizontal..... 100  
Grand..... 275  
SPAEHLER, Upright..... 275  
CHAPPELL, Secondhand..... 225  
KRELL (Secondhand), Concert Upright Grand..... 800  
NEEDHAM, (Secondhand), Upright Grand..... 800  
ROBINSON PIANO CO., LD.,  
Cottage..... 475  
ROBINSON PIANO CO., LD.,  
Cottage..... 475  
BROADWOOD..... 600  
ROBINSON PIANO CO., LD.,  
Do..... 650  
Do..... 300

BORD, Pianette, (Owner's property)..... 285  
ORCHESTRION..... 900  
SCHIEDMEYER, (Secondhand)..... 350  
ROSENKRANZ..... 450  
WERNER, Upright Grand (owner's property)..... 450  
RACHALS, (Secondhand)..... 750

MUSIC CLEARANCE SALE.  
Popular Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for \$2.  
Song-Folios containing over 100 songs by well-known composers.  
Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores.  
Collections of Songs by Glover, Gaby, Rockell, etc.  
Musical Sketch Books, Pianoforte Recreations..... 450

DANCE ALBUMS, SONG FOLIOS, &c.  
Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates.  
Clearance sale to 30th September only, to make room for new Stocks coming to hand.  
Hongkong, 16th July, 1903. [849e]

## Intimation.

## THEY WILL REMAIN.

The bump of reverence is overshadowed by the bump of intelligence in the 20th century man and woman. Old things are not preserved simply because they are old. Whatsoever is no longer useful must get out of the way. Nevertheless, progress that is not intelligent will not be permanent. We shall continue to breathe air, drink water and eat bread. There will be no "improvement" on the great essentials of living, and we do not want any. Babies will come into the world as they have from the beginning, and people will die out of it as they have done since the world began. Let us not run away with the idea that all of our treasured opinions are to be upset. Through every change, all things which, like

WANTPOLE'S PREPARATION have built a reputation on honour and good service, will hold their place. This effective remedy belongs to the past, the present and the future. It is not only up-to-date but ahead of date. For Wasting Diseases, Impaired Nutrition, Lung Troubles, Impure Humors in the blood with resulting skin affections, etc., it possesses the confidence of physicians and the people everywhere. It is not expected to fail; it never does fail. The formula after which it is made is an inspiration. It contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It is palatable as honey, and yet so medicinal as to be effective from the first dose. Professor Reddy, of Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." To trust it and try it is to be satisfied and thankful. "You cannot be disappointed in it." Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

## Auctions.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shek Tong Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Regulatory Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Marine Lot No. 22.	ft. ft. ft. ft. ft. ft.			
		25 193 150 6 160 31,010 660			175,450

Hongkong, 11th July, 1903. [822e]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Peak Road, in the Colony of Hongkong, for a term of 75 Years from the date of commencement of R.B.L. No. 112, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Regulatory Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Peak Road.	ft. ft. ft. ft. ft. ft.			
		10 20 15 0 85 0 2,950 12			270

Hongkong, 11th July, 1903. [823e]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Regulatory Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Tai Hang Village.	ft. ft. ft. ft. ft. ft.			
		75 75 30 30 8,850 24			591
2.	Tai Hang Village.	ft. ft. ft. ft. ft. ft.			
		75 75 30 30 8,850 24			591

Hongkong, 11th July, 1903. [824e]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.  
SIMPSON & Co.  
Hongkong, 28th May, 1899. [81e]

## Mails.

## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU..... K. Kori.....	{ KOBE..... MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	{ WEDNESDAY, 22nd July, at Noon. { SATURDAY, 25th July, at Daylight.
TAMBA MARU..... J. Wale.....	{ MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	{ SATURDAY, 25th July, at Daylight.
KINSHU MARU..... F. L. Pyne.....	{ BOMBAY, via SINGAPORE and COLOMBO.....	{ MONDAY, 27th July, at 4 P.M.
RIJUN MARU..... N. Ohno.....	{ VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.....	{ TUESDAY, 28th July, at 4 P.M.
KAMAKURA MARU..... H. Peterson.....	{ KOBE and YOKOHAMA.....	{ FRIDAY, 31st July, at Daylight.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,  
Acting Manager.

Hongkong, 16th July, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th July, 1903, at 11 A.M., the Company's Steamship "POLYNESIE," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave for MARSEILLES, via Ports of Call, WITHOUT SHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 27th July, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

C. DE CHAMPEAUX,  
Agent.

Hongkong, 14th July, 1903. [1004e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Victoria.....	3,502	J. Pantou.....	Aug. 1
Flinders.....	3,753	F. G. Purinton.....	Aug. 15
Olympia.....	2,837	J. Truebridge.....	Sept. 10

Steamers marked (\*) have no passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th July, 1903. [874d]

## Hotel.

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902. [1116d]

## Notices of Firms.

WANCHAI STORING COMPANY.

NOTICE is hereby given that Messrs. SHEWAN, TOMES & Co. have This Day been Re-appointed to act as AGENTS of the WANCHAI STORING COMPANY until further notice.

SHEWAN, TOMES & CO.  
Hongkong, 14th July, 1903. [835e]

RUSSO-CHINESE BANK.

THE BANK OF SOUTH CHINA having been taken over with all ASSETS and LIABILITIES by this Bank, a BRANCH of the RUSSO-CHINESE BANK will be OPENED in Hongkong, on TUESDAY, the 14th instant, under the Management of Messrs. J. W. R. TAYLOR and P. A. SCHLUMBERGER, Mr. A. R. CARRE being empowered to sign Per Proclamation.

TEMPORARY OFFICES (while New Offices in PRINCE'S BUILDINGS are being built), VICTORIA HOTEL BUILDING, ICE HOUSE STREET.  
Hongkong, 13th July, 1903. [821e]

## To be Let.

TO LET.

AN OFFICE at No. 2, CONNAUGHT ROAD.

Apply to—  
THE HONGKONG & KOWLOON WHARF & GODOWN CO., LD.  
Hongkong, 14th July, 1903. [828e]

TO LET.

ONE or TWO ROOMS at No. 12, ARBUTHNOT ROAD (entrance from Wyndham Street also).

Apply to—  
C. M.,  
Hongkong Hotel (Secretary's Office).  
Hongkong, 14th July, 1903. [822e]

TO LET.

GODOWN TO LET.

NO. 155, PRAVA EAST, Spacious Two-storied Godown. Suitable for Yarn or Coal.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 10th July, 1903. [397e]

TO LET.

HOUSES in LEIGHTON HILL ROAD.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. GODOWNS at BOWRINGTON, Prava East, No. 2, RIVON TERRACE in Flats.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 6th June, 1903. [200e]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAVA EAST.

Apply to—  
H. N. MODY,  
Victoria Buildings,  
Hongkong, 2nd February, 1903. [1326d]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD.

Apply to—  
THE HONGKONG & KOWLOON LAND & LOAN



## Intimations.

WATSON'S  
HOUSEHOLD REMEDIES  
FOR THE SUMMER.PRICKLY  
HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. Cools the skin and removes irritation at once.

RINGWORM  
REMEDY  
(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD  
AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing, it is without equal.

A. S. WATSON & Co.,  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 256.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. H. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17A, QUEEN'S ROAD.FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS.

ROCHESTER LAMPS,  
WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND  
CLARKE,

CONSULTING ENGINEERS AND  
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 252.

Hongkong, 20th March, 1903. [1555c]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 18, 1903.

## NORTHERN AFFAIRS.

Our correspondent at Tientsin informs us that the foreign inhabitants of that city are living from day to day in that bated breath expectancy and excitement, which one might acquire from residence at the mouth of a volcano. Any day and any hour may plunge them into the atmosphere of war, though they would not participate very closely in it. General opinion is that an amicable arrangement will ensue, because the Russians do not want war and no one can understand what Japan is going to gain by fighting. People do not appear to realize that a struggle with Russia now would more than probably place Japan firmly in Corea, and that if she does not fight Russia will gradually absorb Corea instead and a year or two later menace Japan, not from Port Arthur but from Mampoo. The Japanese people do see this and they are athirst for a fight. According to our correspondent, one sees it in the walk and in the glance of every Japanese coolie in the street at Tientsin. The Russian Minister is at Port Arthur consulting with the Minister of War, the Admiral, Wogack and Pokotiloff, and Russians generally are looking serious and anxious. Reuter's agent at Peking has passed through to Port Arthur, but unless he has very extraordinary luck he will not stay there. It is believed that Scott Cranston, the Associated Press man, had a very brief stay. Port Arthur, like the railway, with its fine docks, building and machinery, impresses the correspondent and intelligence officer favourably however, and they unconsciously foster the impression of Russia's strength. Judging partly by what was seen in Tientsin in 1900, and partly by odd pages in history, our correspondent ventures to think if Japan fights now she will prick quite as big a bubble as she did in 1894. Of course, the writer does not go so far as to say that Russia and China are on a par, or that the Russians would turn and flee as the Chinese did, because that would be ridiculous. But corruption, mismanagement, bad commissariat and no hospital arrangements are deadlier enemies to a force in the field than shot and shell, and this is where Russia would fail.

## THE BOTANIC GARDENS.

The swarming of the Chinese, of every class and description, in the Botanic Gardens, has often been the subject of complaint on the part of the European community. It has been stated that so great is the number of natives frequenting the Gardens, specially in the afternoon of the summer months, that practically they have the pleasure of the grounds all to themselves to the exclusion of Europeans. While not begrudging the benefit that must be derived by the Chinese in visiting the only central resort of pleasure in the city, we note the sensible restriction that is to be placed on the free admission of the public into the gardens. It is announced by Mr. S. T. Dunn, the superintendent of the Botanical and Afforestation Department, that the Botanic Gardens will occasionally be closed during the months of August, September and October next, as follows:—Old Gardens on Tuesdays; New Gardens on Fridays. Admission on these days will be granted only to those presenting their cards at the middle entrance in Albany Road. The effect of this restriction is aimed, we take it, at excluding the natives of the lower orders once a week only during the next three months from going to the gardens. This prohibition should entail no hardship upon any one at the same time as it reserves one day in every seven the privilege of enjoying a stroll along the well-ordered gravel paths of the gardens to those who find objection in intermingling with all sorts and conditions of the natives in this public resort.

## THE STATES AND CHINA.

Statistics recently issued prove that during the American fiscal year, which came to a close at the end of last month, business with China, especially in bread stuffs, raw cotton, and manufacturing cotton, was less than the previous twelve months by at least seven million dollars, while contracts which are now being received by exporters in the States do not indicate that the ensuing twelve months will see any recovery of the loss. According to the chief of the Washington Department of Statistics, the adverse commercial conditions in the Orient are due to the fact that the markets of China have been stocked by the rush of goods across the Pacific after the end of the Boxer rebellion. The optimistic expectations that the new regime in China would result in a great trade revival have not been borne out, and America is suffering in consequence. In fact, alarm is being felt over the state of affairs, for it is thought that evidence points to British and German houses beating the American.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## LOCAL AND GENERAL.

INWARD Parcels by the s.s. Bengal are now ready for delivery.

SENOR Limantour's views on Mexico's currency problems are printed on the third page.

Fine line of rubber dating stamps and numbering machines just received by LeMunyon, 31, Des Vaux Road.—*Adv.*

THE Director of the Mint on the 18th ult. purchased for Philippine coinage 63,000 ounces of silver at 53.35 cents, to be delivered at San Francisco.

Six months' imprisonment was the sentence passed upon a native woman at the Magistracy yesterday for harbouring a girl, 15 years of age, who was kidnapped by robbers in the L. I. Chow district in April last.

A NATIVE was this morning sentenced to two months' imprisonment for entering and stealing from No. 5 Queen's Road Central a silver watch, two gauge jacks and a purse, containing 50 cents, the property of the shroff of the National Bank.

THE drums used by the Scots Guards in South Africa have just been sold, and in some cases they fetched between \$300 and \$350 a piece which is nearly eight times as much as they originally cost. The proceeds of these sales go to the band fund.

A YOUNG American Lady has been making an attempt to walk on a globe from London to Brighton in six days. When she started the roads were very slippery and she could hardly retain her balance. At the date of last advice she had reached Horley.

IT is notified in the *Gazette* that the birthday of His Majesty the King, or the day on which His Majesty's birthday is ordered to be kept, shall be observed as a public holiday, in substitution for the birthday of Her late Majesty Queen Victoria of blessed memory.

THE hon. Treasurer of the Alice Memorial and Neithersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
Fairall & Co. \$25  
Watson & Co. 25

10 days only, 10 days, Brownie Kodaks for \$5 at LeMunyon's, 31, Des Vaux Road.—*Adv.*

A CELESTIAL entered the Protestant Cemetery yesterday afternoon and commenced smashing various articles. He made his way to the grave of the late Inspector G. Moffitt and broke the glass case over a wreath. He was ultimately arrested, and this morning Mr. T. Sercombe Smith sent him to prison for three weeks' hard labour.

THE Yang Tse Kiang is rising at a rapid rate, and a vast area is being inundated, entailing great loss of property. Between Kiukiang and Wuhu, it is sweeping over acres of tillable land, and carrying away buildings of every description, that are found in the path of the rushing flood. Captain Lindstrom of the steamer *Kiangkwan* gave the water mark at Hankow as 38.5. Upon arrival at Kiukiang, the skipper of the *Kiangkwan*, found the water mark reading 38.10.

THE many friends of Captain Primrose in Singapore, Hongkong, and Bangkok will congratulate him on his appointment as skipper of the *Dun Wharf* soon. Captain Primrose was for many years in command of one of the Scottish Oriental boats, and after that company changed hands had to seek other craft—and not always as skipper either. The next thing, we shall probably hear of cricket matches in Pontianak and other small ports to which the boat runs.—*Straits Times*.

MR. Max Weinbery, a commercial traveller, related at the Magistracy this morning that while at Bay View Hotel last night he lost his purse, containing \$85.55, and three receipts. The bar boy, who attended him, was asked whether he had seen the purse, but answered in the negative. He was then taken to the Wanchai Police Station, and a detective sent in search of the missing purse, and ere long found it in the bar boy's trunk. The boy was sentenced by Mr. T. Sercombe Smith to six months' hard labour.

THE American schooner *Carrier Dove* was taken to Shanghai on the 11th inst. and berthed at the International Dock. The *Carrier Dove* appears to be but a shadow of her former self. The work of dismantling the vessel by the coast pirates was evidently very effectual. About everything movable above and below decks was "salvaged." As the little schooner was being towed up the stream she had all the appearance of a vessel that has been into a week's intimate contact with a typhoon. The vessel will be thoroughly repaired at Shanghai.

A NATIVE woman was this morning charged at the Magistracy, before Mr. J. H. Kemp, with having, on the 6th instant, offered to a pawnbroker a raitan bangle which, it is alleged, she said was genuine gold. The pawnbroker, believing the story handed her \$10, but afterwards found that he had been swindled. The woman returned on the 15th inst. to pawn three common buttons, which she again said were gold. The pawnbroker immediately identified her as the person who obtained \$10 on the 6th inst. and handed her over to the police. The case was adjourned until Thursday next.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

LeMunyon has the finest line of Opera glasses ever looked through. Prices extremely low.—*Adv.*

UNCONFIRMED reports from Peking state that the Kwangsi rebels have defeated the Viceroy's troops and crossed the border into Hunan Province.

AT a general assembly of members and associates of the Royal Academy, held on 17th inst., Mr. Aston Webb, Associate, was elected an Academician.

NUMEROUS forged notes upon the Banque de l'Indo-Chine are in circulation in Shanghai and there is great uneasiness amongst the Chinese who hold that bank's paper.

A MARRIAGE has been arranged, and will shortly take place, between Dora, younger daughter of Oscar H. Behrens, of Ribblesdale, Compagnie-gardens, and Manchester, and Walter Ellis, of Shanghai.

THE United States two cent and the British penny postage stamp are so much alike that four letters bearing British stamps posted in New York succeeded in passing through the post office without detection.

THE *China Gazette* says it will certainly seem strange if the *Fembreshire* can be taken and patched up down to Hongkong for thorough repairs when they can be effected in the dock where she has laid so long.

IT is reported at Peking that in addition to the £1,700,000 raised in Canton, the new Viceroy has borrowed £1,350,000 from Szechuen and £1,200,000 from Tientsin, making a total of £4,250,000, to be employed as expenses for the suppression of the rebellion in Kwangsi.

H. E. TSEN Chun Hsuen intends to remain at Wuchow for two or three days, whence he will proceed in a cruiser as far as Kiang Kou (mouth of the River). He will then travel overland to Lingchow, a journey of six days. H.E. will visit Ching-Yuan and Hsinchow, in order to find out the exact state of affairs in those districts.

WHEN the M. M. Annan was leaving Saigon for Singapore on 5th inst. a passenger—who was understood to be a Saigon policeman going on leave owing to ill health—jumped overboard. The ship was put about and a boat was lowered but no trace of the unfortunate man was seen, and the steamer proceeded on her voyage, arriving at Singapore on Tuesday last.

THE King has been pleased to give and grant unto David Jackson, Esq., and Thomas Summers, Esq., officials of the Hongkong and Shanghai Banking Corporation, His Majesty's Royal licence and authority that they accept and wear, respectively, the insignia of the Fourth Class of the Imperial Japanese Order of the Rising Sun conferred upon them by H.I.M. the Emperor of Japan, in recognition of valuable services rendered by them to his Imperial Majesty.

THERE are signs in Szechuen that the disturbances, which have been suppressed by the strong hand of Viceroy Tsen Chun Hsuen, have a tendency to revive. The Acting Viceroy Chen, being very much concerned about such an unsatisfactory state of affairs, has issued a very long proclamation, exhorting the rebels to surrender and lead a new life. Since H. E. Viceroy Tsen left Szechuen, the local police of Chengtu have neglected their duty, and are spending most of their time in opium dens.—*Shanghai Times*.

THE *Universal Gazette* gathers that on the 29th ultimo, the day for taking delivery of the Indemnity for the half year ending June 30th from the Chinese Government by the Indemnity Commissioners at this Port, it happened that the exchange was two shillings five pence per Haikuan tael, but the Commissioners decided to make it two shillings three pence, thus involving a loss to China of over £40,000 or over £1,400,000. The Bank of a certain country obtained £15,000 out of the amount but the British Indemnity Commissioner strongly objected to this act and refused to agree.

MR. Jacob Phillips, a former city councillor of Birmingham, and famous as one of the city's merchant princes, died on 15th ult. at the age of 99 years and eight months. After the war with China in 1841 he established the firm of Moore, Phillips and company, trading with Shanghai, Tientsin, and Manila. He carried on a great trade with the East, and accumulated a large fortune. For many years he was warden of the Jewish congregation, and was the founder of the handsome synagogue at Birmingham. Though his eyesight failed somewhat, his faculties, notwithstanding his great age, remained extraordinarily keen almost to the last.—*L. & C. Express*.

A BRITISH Consular report states that to partly relieve the labour difficulties in Mexico, both Chinese and Japanese coolies will be imported liberally. Thousands of Chinese have in the last few years gone to Mazatlan, Guaymas and other Pacific ports, and many are employed in the mines of the state of Sonora. The Consul remarks that until the various railway lines to be built to the Pacific Coast from the interior are completed, the Pacific Coast trade of Mexico will remain separate. The Vera Cruz and Pacific railway will be the first railway system in direct communication with the seaboard, but this line will not touch principal ports. The new steamship company named is interested in a contract to carry coolies from China.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

Who want an Opera glass from LeMunyon's 31, Des Vaux Road, before they are all gone.—*Adv.*

It is reported at Peking that the Empress Dowager may visit Peking this autumn if nothing turns up to prevent her. The officials do not like the Imperial visit as it will cost them at least a few lacs of taels.

A PROMINENT Chinaman, conversing with a correspondent of the *Times* in Port Arthur, thus summed up the inconsistency of the European concert in China: "One day talker flee port, next day wantchee custom-house."

THE Chinese residents at Siam have sent a telegraphic message to the British Minister and Prince Ching, requesting the retirement of the Empress Dowager and the reinstatement of the Emperor. The message bears the signatures of over 58,000 persons.—*Shanghai Times*.

THE *Vengeance*, first-class battleship, Captain Leslie C. Stuart which sailed from Malta on 16th ult. for Port Said, en route for China, will relieve the *Goliath*, battleship, Capt. F. H. Henderson, C.M.G. The *Centurion*, battleship, which is under extensive refit at Portsmouth, will take the place of the *Vengeance* in the Mediterranean when ready.

THE *Siu Wun Pao* is informed that three of the battalions sent by Viceroy Wei of Liang Kiang have arrived at Kwangsi to assist in suppressing the rebellion in that province. Viceroy Tsen's troops have not begun operations yet as they are in want of arms and ammunition. The Viceroy intends to wait for the arrival of some Hunan troops before advancing in earnest.

PROGRAMME of music to be played by the Band of the 1st Sherwood Foresters, on the New Parade Ground, on Monday next, the 20th inst., from 5 p.m. to 6.30 p.m.

PROGRAMME.  
March "La France".....Mario Costa  
Selection "La Folia del Regimento".....Donizetti  
Overture "Peter Schmitt".....Wagner  
Selection "The Old Guard".....Planchette  
Two Steps "Mumblin' Moss".....Thurman  
Selection "Scotland's Pride".....Godfrey  
God Save the King.

THE Chief Manager of the Kiangnan Arsenal, Chao Taotai, received on Friday last a telegram from Viceroy Tsen Chun Hsien, dated at Wuchow, ordering him to send down as fast as possible a large quantity of ammunition for rifles and field artillery and also ordering a battery of quick-firing field guns. The crisis in Kwangsi is believed by the local mandarins to be more serious than has ever been depicted in the columns of the local Press.—*N. C. D. News*.

OF European nations the Norwegian and Swedish are the longest lived, the Spaniards the shortest. According to a foreign statistical return recently issued the average duration of life is as follows: Sweden and Norway, 50 years; Britain, 45 years and 3 months; Belgium, 44 years and 4 months; France, 43 years and 6 months; Austria, 39 years and 8 months; Prussia and Italy, 39 years; Bavaria, 36 years, and Spain, 33 years and 4 months.—*Chicago Tribune*.

Don't neglect this chance to get a fine Kodak for \$5 at LeMunyon's; 10 days only.—*Adv.*

AN interesting story is attached to a ring which the Kaiser always wears on the little finger of his left hand as a talisman against all personal danger. It is said that a lead one day hopped into the room of the wife of Elector John of Brandenburg and deposited a stone on her bed. The creature disappeared, but the stone remained and was ever afterward jealously guarded by the Hohenzollerns. Frederick the Great's father had the stone set in a ring, and this has ever since been worn by the head of the house.

A LAWSUIT, which may probably be claimed as the oldest in the world, is reported from the Trentina. The two communes of Gallio and Foza have been for four centuries in litigation for the possession of an extensive tract of woodland, which has assumed the character of a virgin forest, with trees of colossal size, which no man dares to touch. Spots are still pointed out where 200 years ago the two communes fought pitched battles for the disputed wood. Apparently the homeric struggle is as far from closing as ever.

A PEKING dispatch of the 3rd instant states that a couple of days before that date a band of some two hundred well-armed mounted robbers made a sudden raid upon the Empress Dowager's favourite Palace at Eho Park, took the guards left there by surprise and carried off a quantity of plunder before anything could be done to stop them. The robbers, it is reported, retreated afterwards towards the Southern Hunting Park. Viceroy Yuan and General Ma Yu-k'un have sent troops to go after the bandits.—*N. C. D. News*.

THE recent assault on the Austrian Emperor is thus reported to a San Francisco exchange by wire dated 12th ult.:—While Emperor Francis Joseph was out driving here to-day a pedestrian, holding a stick in a threatening manner, rushed at the Emperor's carriage. The coachman lashed the assailant and whipped up the horses and the man was seized. The incident caused some excitement. At the Police the prisoner was recognized as Jacob Reich, an unemployed commercial agent, who called at the Hofburg January 8 and insisted on seeing Emperor Francis Joseph, declaring he was the son of God and had brought his Majesty an important communication from the Almighty. Reich, who is pronounced insane, was then incarcerated, but has since been released.

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## CRIMINAL SESSIONS

OPENED THIS MORNING.

The July Criminal Sessions commenced at the Supreme Court this morning before the Chief Justice, Sir W. M. Goodman. Nine cases are down for hearing the charges including manslaughter, accepting a bribe, robbery and wounding, uttering a forged receipt, larceny and receiving stolen goods.

## AN AUDACIOUS LIAR.

The first case called on was one in which Ng Shok, a shop-keeper, was charged with receiving stolen goods. The police found in his possession two revolvers, a coat, pair of trousers, a cartridge, three rolls of red cloth, a box of wax matches, leather pouch, and a roll of pink cloth, which Tsun Tso Tuk, a retired market gardener, just returned from Australia, identified as his property. The prisoner pleaded not guilty, and the following jury was sworn: Messrs. E. M. H. Zealand (foreman), F. P. de V. Soares, B. K. Mehta, C. Warren, R. M. Ezekiel, F. R. Spence, and E. H. Summers. The Attorney General (Hon. Sir H. S. Berkeley), instructed by Mr. F. B. L. Dowley, Crown Solicitor, prosecuted on behalf of the Crown, and in opening the case, said that prisoner appeared to be a man who had been away for some time in Borneo, and lately returned to the Colony, while the complainant was a retired market gardener, who came back some time ago from Australia with a good lot of money and settled in his house. The complainant was attacked by several masked men, who knocked him senseless and then proceeded to loot the premises. When he recovered he found the various articles mentioned in the indictment missing, and the following day, from information received, the police went to the prisoner's house and recovered some of the stolen property, while on prisoner a box of wax matches was found. All the articles were subsequently identified as belonging to complainant.

Several witnesses for the prosecution and the defence were called, and a very conflicting story unfolded, the most important witness for the Crown being a locksmith, who swore to having fitted a new spring to one of the revolvers which he identified as being brought in his shop by the complainant. The prisoner, who claimed that all the articles in question were his property, was positive that the revolver in question was his, and stated that he had had a quarrel with the locksmith who, he alleged, had never had the weapon to repair.

The jury was unanimous in returning a verdict of guilty, and his Lordship sentenced the prisoner to two years' imprisonment with hard labour.

## DISCHARGED.

Two natives indicted for manslaughter were discharged by proclamation, the Attorney General intimating that he did not intend to offer evidence against them.

## AN ARDENT JUROR.

Mr. A. Horsell was called upon to serve as a juror in the first case, but not being present, in Court his Lordship directed that he was to attend the Court on Monday and give an explanation for his absence.

The Court adjourned till Monday morning.

THE CANTON LAND COMPANY,  
LIMITED.

The fifth ordinary general meeting of shareholders in the Canton Land Company, Limited, was held at the offices of the company, 14, Des Vaux Road, at 11 a.m. to-day. There were present:—Hon. R. Shewan (chairman), Messrs. A. C. Gordon, A. Babington, Fung Wa Chun and M. E. Rutherford (secretary).

The notice convening the meeting having been read, The Chairman said:—Gentlemen, the report and accounts having been in your hands for some days will now, with your permission, be taken as read. The total rent earned during the year was \$1,609.57 as against \$2,315.70 for the previous year; but of this \$2,268.80 has not been collected owing to the action of the Kaitong in seizing our wharf and dispossessing the tenant. This matter has been placed in the hands of the British Consul and a claim will be made in due course for the loss we shall have suffered. The question of the registration of our title deeds and of the reclamation is still pending, but thanks to the energy of the Consul General, Mr. Scott, there seems now some hope of a final settlement of these matters being very long. In the meantime we can but rest satisfied in the assurance that our interests could not be in better hands than those of Mr. Scott.

The Chairman then proposed that the report and accounts as presented be adopted and passed.

Mr. Gordon seconded and the motion was carried.

## CONSULTING COMMITTEE.

Mr. A. C. Gordon proposed, and Mr. Babington seconded, the re-election of Messrs. Chau Tung Shang, Poon Man Hing, Fung Wa Chun, and R. Shewan as Consulting Committee.

Carried.

## AUDITOR.

Mr. Babington proposed, and Mr. Gordon seconded, that Mr. W. Hutton Potts be re-elected auditor.

Carried.

The proceedings then terminated.

## THE PLAGUE.

Three cases of plague were reported during the twenty-four hours ended at noon to-day. They were Chinese, and one ended fatally. The total is now 1,350.

## SHIPPING AND MAILS.

## MAILS DUE.

Australian (*Tianan*) to-morrow.  
Indian (*Catherine Apcar*) 20th inst.  
German (*Hamburg*) 21st inst.  
German (*Sachsen*) 23rd inst.  
American (*Gaelic*) 23rd inst.  
Canadian (*Athenian*) 23rd inst.  
Indian (*Namang*) 27th inst.  
Canadian (*Empress of China*) 27th inst.  
American (*Hongkong Maru*) 4th prox.

The C. M. Co. S. S. *Zaffro* left Manila to-day, and is due here on Tuesday.  
The E. & A. S. S. *Empire* from Sydney, &c., left Thursday Island on 16th inst. for Manila, and is due here on or about 26th inst.

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# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No 4296.

日四廿月五閏年九十二緒光

SATURDAY, JULY 18, 1903.

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Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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### BIRTHS.

On board the Spanish mail steamer *Isla de Luzon*, on 25th May off Socotra, the wife of JUAN MENCARINI, I.M. Customs of a son, ALFONSO.

On the 28th June, at Foochow, the wife of G. SIEMSEN, I.G.M.'s Consul, of a daughter.  
On the 2nd July, at Tangshan, the wife of JOHN JACKSON, of the C. E. & M. Co., Chin-wang-tao, of a son.

On the 12th July, at No. 9, Pedder's Hill, the wife of I. KUHN, of a son.  
On the 15th July, at No. 30, Haskell Road, Shanghai, the wife of C. J. WHITE, of a daughter.

### MARRIAGES.

On the 7th July, at St. Andrew's Cathedral, Singapore, by the Rev. E. C. Evans, M.A. NATHANIEL STRINGS, sixth son of Samuel, and Rose Jeanette Stubbs, of Singapore, to ROSE MARY, eldest daughter of Captain Frupp and the late Rose Constance Frupp, of Singapore.

On the 8th July at St. John's Church, Han-kow, THOMAS ALEXANDER STEWART CAMERON, son of J. B. Cameron, to MARY, eldest daughter of the late Samuel E. Williams, of Tientsin, N. C.

### DEATHS.

At the Peak Hospital, on the 9th July, C. F. E. MANICUS, of Amoy. Age 43 years.  
On the 10th July, at 38, Range Road, Shanghai, MARY MARTIN, the beloved wife of TIMOTHY RICHARD, aged 59 years.

**The Hongkong Telegraph**  
HONGKONG, SATURDAY, JULY 18, 1903.

### INTERNATIONAL EXCHANGE COMMISSION.

(13th July.)

Some months back Great Britain virtually refused to entertain a proposition made by the United States that the leading commercial nations should take under consideration the propriety and possibility of assisting the silver-using countries to put their monetary affairs on a more satisfactory basis, declaring in effect that the matter was one to be settled by the countries concerned in their own way. Following the visit of the American Commissioners to London about the middle of May last, it will be of interest to learn

that Sir James Mackay, Sir Ewen Cameron, Messrs. Robert Chalmers, W. Blain, and George W. Johnson have been appointed as England's members of what is termed the International Exchange Commission. The first of these gentlemen, Sir James Mackay, is well-known as the negotiator of the British-China Commercial Treaty, while Sir Ewen Cameron, as the London manager of the Hongkong and Shanghai Banking Corporation, needs no introduction to the commercial community of Hongkong, he being closely connected with the interest of the Colony that is bound up in the leading financial institution in the East. Mr. Chalmers is principal clerk at the Treasury, and the two other members are known to us in their connection with the recent Commission that dealt with the Straits Settlements currency difficulties. The composition of the Commission is one against which no exception need reasonably be taken, seeing that it consists of the advocates for both reform and the present *status quo*. The Commission, which is said to be in large part due to the desire of China to find a way out of the difficulties created for her by the insistence of certain of the Powers that the payment of the war indemnity be on a gold basis, will deliberate a fortnight in London with the American and other delegates and then proceed to Paris. The *San Francisco Chronicle*, from which we call our information, says it is stated that one of its important duties will be to discuss the possibility of harmonizing the policy of the Straits Settlements with that of the local currency of the United States in the Philippines and that of Mexico. The result of the conference will be looked for with considerable interest. It has been predicted by extreme gold monometallists that the attempt to regulate exchanges will prove abortive, and they point to the alleged breakdown of the Latin Union, which aimed at a similar result, to support their views. But, according to our San Francisco contemporary, they overlook the fact that the withdrawal of the support of several nations practically on a bimetallic basis was responsible for the failure of the Union and not any inherent defect in the plan; and they also ignore the essential difference between the proposed method of regulation by limitation of output and the free coinage arrangement which prevailed when France, Belgium and Italy were in agreement. It may be said also that many bimetallicists are doubtful about the success of any experiment which may be made which does not provide for the free coinage of the two metals on a fixed ratio. They claim that the break-up of the Latin Union was due to the abandonment of free coinage by the United States, and they feel assured that any attempt to maintain a ratio without the privilege of free coinage will merely result in providing an expensive currency which might as well be of paper, if it is to be made redeemable in gold, as of the more costly counters of silver, whose true value will fluctuate with the fluctuations of the price of silver. Under the circumstances, when the doctors on both sides say that the medicine will not cure, the result of the conference will be looked for with curiosity.

### SUBORDINATE OFFICIALS AND EXCHANGE COMPENSATION.

In several respects last week might be considered as one of disappointments to the Colony generally. The reply from the Secretary of State to the Naval Dockyard Removal petition aroused considerable feeling of surprise and in certain quarters almost indignation. To yet another section of the community an unpleasant piece of information was reserved to be communicated to them towards the week's end. The reception accorded their memorials to the Right Honourable Mr. Joseph Chamberlain for some measure of relief they sought to obtain by reason of the silver exchange question, which no impartial judge will deny affects to a considerable degree all wage-earners in the Colony, was a denial which is not conclusive in the argument therefor. The petitions from the subordinate officers of the Civil Service have been published in the columns of the *Telegraph*, and the comments which they elicited from this journal were those of an unbiased mind. We wished to see justice done to the lower branches of the Government service, and we did not hesitate to express, and now to reiterate, our opinion that no one branch of the Service should have been excluded from participation in the liberal Exchange Compensation Scheme granted by the Legislative Council. That scheme, be it noted, has been placed on a footing of a double grant for those of the "charmed circle" who, of course, are to be ranked among the govern-

ing officials who invariably control the purse strings of the Colony with an unseemly parsimony when the "little fry" are concerned. The curious position is that, as taxpayers, the subordinate officials contribute their quota to the enhancement of the salaries of their brother officials to this inordinate degree. The sum and substance of the decision from the Secretary of State to the petitioners represented, as it might have been expected from the want of local official sympathy manifested towards it, the exact view conveyed in the despatch transmitting the memorials. The decision expressed the Secretary of State's stereotyped "regret" at being unable to grant any general increase of salaries or any relief by way of exchange compensation, on the ground that sufficient reason has not been shown for such, on the part of the petitioners. What greater ignorance of the prevailing conditions of the Colony can be imagined than this intentional blinking of the hardships which fall to the lot of most wage-earners in Hongkong, by reason of the excessive cost of living here complained of by all classes alike? It is hard to imagine the consistency of the reasoning which dictates in one case the enhancement of remuneration by means of double exchange compensation while in another no grant of compensation at all. We have shown but a few days ago, from the financial statements furnished by Government, that some four hundred thousand dollars was disbursed by the Treasury during last year for the double exchange grants. On the basis of the average monthly rate of sterling ruling, officers granted the privilege have been and continue to receive salaries nearly ninety per cent of their respective salaries provided in the Estimates. "Monstrous" hardly qualifies the prerogative which is enjoyed by the one class to the disqualification of the other. We have quoted in a previous article the opinions of Mr. Huttenbach of the Straits Settlements on the effect the depreciation of the dollar has on the wage-earning class in silver-using countries. "That effect cannot work otherwise than to reduce the social and physical standards of the individual members of that class unless the wherewithal to maintain the standard of efficiency is obtained. Mr. Huttenbach is no mere theorist; but speaks as an authority on the subject, his views and his deductions being based on practical experience and a perfect knowledge of the condition of the country of which he speaks. To cite a still greater authority in relation to this Colony; we need only allude to Sir Thomas Jackson. In his evidence before the Straits Currency Commission, in answer to the Chairman's question: "You recognise that the fall in silver, the fall in the value of silver as compared to gold, has been a very serious matter?" Sir Thomas replied: "I do, and I feel it, that is much more." Asked whether he thought that prices and wages do not get adjusted to the new rate of exchange in time, his reply was: "No, not quite; to a certain extent they have, but not quite." Contrast the unprejudiced opinion of so eminent an authority with that of the higher officers of the Government, to whom we are prepared to grant the higher gift of intuition than a pretended show of ignorance which led to their advice to Downing Street. Truly, none are so blind as those who do not wish to see.

### WESTERN KNOWLEDGE FOR CHINESE.

(16th July.)

Comparatively speaking, but little is known of the facilities which are afforded the Chinese of the better class for acquiring Western knowledge in one of the best equipped institutions, as regards its projected personnel, in China that is within our knowledge. The Christian College in China, for such is the name of the institution to which we allude, is established within easy reach of Hongkong, at Macao. Its headquarters were at first in Canton, and when the Boxer trouble broke out in 1900 it was found by the faculty, with the Rev. Dr. O. F. Wisner, as president, that a more convenient habitat might, with advantage, be established in the neighbouring Portuguese colony. Since then the educational work of the College has been conducted with increasing success, and the enrolment of Chinese pupils progresses apace with each new term. A thorough course of elementary education in the language and science of the West has hitherto been aimed at; but by a recent programme, which we have seen, the College bids fair to become one of the most important institutions of its kind in China. It was started with funds endowed by Americans and is incor-

porated by an Act of the United States Congress. As nearly as can be determined at present the needs of the College, as regards the number and kind of men that will be required within the next few years, convey a pretty accurate idea of the plan, which has apparently been formulated, for the enlargement of the scope of the institution's work. During the current year the needs are: a principal and one other man for the preparatory department. The work of this department corresponds with the usual preparatory work at home, with the exception of the European classical and modern languages. One man to supply for two or three years in the preparatory department, and then teach in connection with the Fitting Class, which is meant to fit pupils for entering the preparatory department. One physician, to act as physician to the school and teach in some of the lower departments until the medical department is started, which it is hoped will not be later than 1907. During 1904, the call is for one superintendent and one other person to take charge of the Fitting Class above mentioned. For the following year two more men for preparatory work will be required, this number to be augmented by one more man in 1906 with the addition of one professor of physics and two professors to make up a faculty of four for the medical department. The limit of increase in the staff does not stop here; for during 1907 it is contemplated to increase it by one professor of mathematics, one professor of economics, one professor of pedagogy, one professor of chemistry, and two men for preparatory or supply work. During the fifth year, i.e., in 1908, the additional members will include one professor of mechanical engineering, one professor of history, one professor of philosophy, and allied subjects, one assistant in pedagogy, and one man for preparatory or supply work. In addition to these the development of the scheme may call at any time for professors of biology and geology, five more men for preparatory work, a dentist, a pharmacist, and a business manager. It will thus be seen that the magnificent programme presented by the Christian College in China, when completed within the next few years, will not lack in efficiency in any department of instruction for the Chinese out here that is at present placed within reach of those desirous of secondary education in Europe or America. Dr. Wisner is at present assisted in the faculty by Dr. A. H. Woods, Mr. Clancy M. Lewis, B.S., and Mr. Olin D. Wannamaker, M.A.

### THE SINGAPORE OPIUM FARM.

(17th July.)

Telegraphic information was received in the Colony two days ago that the new opium and spirit farms have been granted by the Straits Settlements Government to the present farmer for \$475,000 a month against the present rental of \$263,000. The yearly increase derived by the new revenue is, therefore, \$2,544,000 at the rate of \$212,000 a month. The value of these farms alone in the Straits Settlements exceeds the total revenue for Hongkong, not excepting land sales, by nearly one million dollars a year. The principal unsuccessful bidders, we learn from the *Straits Times*, were the Sui Tiang Lim kongsi, who offered \$460,000 per month for the first year, \$480,000 per month for the second, and \$500,000 a month for the third—giving an average of \$480,000 a month, or apparently \$10,000 a month more than the successful bidder. When compound interest is considered, however, the two bids stand about level. A Penang syndicate offered \$461,000 per month, while the Towkay Lok Yew made an offer of \$335,000 per month which was the lowest put in. On the 31st proximo the Hongkong concession, which does not, however, include the spirit farm, the licensing of dealers in which is regulated by statutory powers vested in the Government, will also be allotted. The present monopoly brings in a revenue to the Colony of \$750,000 annually, and if the price to be paid for the new privilege will bear anything like the ratio derived by the Straits monopoly we should have an increase in the new Budget by approximately three-quarter million dollars per annum for the next three years at least. There is no reason why a much larger amount should not be paid for the exclusive privilege of dealing in opium in retail in the Colony and the New Territories. The increased and annually increasing Chinese population creates a larger demand for the drug, and the supply should increase in a like proportion. While capable of paying a larger price for the farm, there seems to be at the same time no necessity to put up the retail price to consumers, who are mostly to be found among the coolie and

labouring class by whom any extra charge on the commodity will be felt as a tax on an item of luxury—or vice, as some prefer to call it—which they would be loth to forego.

### THE C. P. R. CO.

We have received from Mr. D. E. Brown, general agent of the Canadian Pacific Railway Company, a circular announcing the acquisition by the Company of the fleet comprising fourteen steamships of the Liverpool, Bristol and London services from Messrs. Elder, Dempster and Company. From San Francisco exchanges to hand yesterday we learn that it was privately reported this time last month from Tacoma that the Canadian Pacific Railway had quietly absorbed the Canadian Pacific Navigation Company, taking over its fourteen steamers plying between Victoria, Skagway and other points. The transfer is very important to Northwestern transportation interests, since it gives the Canadian Pacific an opportunity to make through rates from Eastern cities to Alaska and British Yukon towns. Regarding the service from our starting point in the Farther East this big deal makes it possible for passengers booking via C. P. R. Lines to travel between China, Japan and England entirely by the Company's steamships and railway, under the unique conditions that the service for the entire distance of 12,010 miles is under the direct management and supervision of a single company. A special dispatch to the *S.F. Call* states that "the Canadian Pacific Navigation Company has always been allied with the railway, and some of its stockholders were shareholders in the railway, thus insuring harmonious operation. However, the railroad has not been in a position to make arbitrary rates without absorbing the water tariff and at times this would not be profitable. No change has been made in the Alaska tariff, but transportation men believe that, when a large amount of business is open to competition the Canadian road will be a formidable rival. The Canadian Pacific is working in utmost harmony with the White Pass Railway, which moved its headquarters last fall from Seattle to Vancouver. A fine line of steamers is now owned by the Canadian Pacific, comprising its trans-Pacific, trans-Atlantic and British Columbia coast services, British Columbia lake service and Alaska service."

### TELEGRAMS.

#### "HONGKONG TELEGRAPH" SERVICE.

(From Our Correspondent.)

#### European Jumps Overboard

AT CANTON.

CANTON, 13th July,

3.50 p.m.

Mr. Duncan (?) mate, recently in the employ of Messrs. Jardine, Matheson & Co., at Shanghai, jumped overboard from the Hongkong, Canton and Macao S.S. *Poitan* while lying in the tideway at Whampoa and was drowned.

#### Opium for China.

(From Our Own Correspondent.)

BOMBAY, 16th July.

The P. & O. Steam Navigation Company's steamer left Bombay yesterday afternoon with about 1,000 chests of Malwa opium.

The prices are:—

Malwa New.....Rs. 1,240

" Old....." 1,310

" Oldest....." 1,440

#### THE PLAGUE.

Three fatal cases of plague, making 1,347 since January 1st, were notified during the twenty-four hours ended at noon to-day. They were Chinese.

CHINA tea is already exported from Odessa to Persia via Baku, to the extent of 400,000 lbs. annually, but it is anticipated that the quantity will very largely increase as soon as the new Russian steamers ply regularly with the Persian Gulf. The business is highly profitable to the merchants engaged in it, the tea being mostly of the poorest quality, while the exporters get the benefit of substantial bounties and heavily subsidised transport. But Indian tea is so superior that it would be sure to monopolise the Persian market if it found free and direct entrance overland from the country of its production. To prevent that, the Shah, under Russian influence, seeks to bar it out by heavy Customs duties, while the quarantine regulations are so vexatiously used against incoming caravans that the cost of transport from Quetta is seriously augmented. Owing to the increased production of tea in British Asia it has become essential for the financial prosperity of the industry to open fresh external markets, and there is some more promising than that of Persia.—*Globe*.

### THE CHINA LIGHT AND POWER COMPANY, LIMITED.

An extraordinary general meeting of the shareholders in the China Light and Power Company, Limited, was held at the Company's offices, 14, Des Voeux Road Central, at 11 a.m. on Monday, for the purpose of confirming a number of resolutions passed at a meeting held on 27th ult. There were present:—Hon. R. Shewan (chairman), Hon. Sir Paul Chater, C.M.G., Messrs. J. H. Lewis, D. E. Brown, C. A. Tomes, A. B. Higgins, A. G. Gordon, A. Reid, Fung Wa Chun, and R. Henderson (secretary). The Secretary having read the minutes of the last meeting and the notice convening the extraordinary general meeting.

The Chairman proposed that the following resolution be submitted for confirmation as a special resolution:—"That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."

The Hon. Sir Paul Chater seconded.

Carried.

Mr. D. E. Brown seconded.

Carried.

The Chairman proposed:—"That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debiture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof to be appointed as hereinafter mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debiture Holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$500 each at the Debiture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 2 1/2 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof

(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years;"

(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;"

(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years;"

(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years."

Mr. J. H. Lewis seconded.

Carried.

The Chairman:—That is all the business, gentlemen.

TEBRAU PLANTING CO., LTD.

ANNUAL MEETING.

The seventh general meeting of shareholders in the above company was held in the company's offices at noon on Tuesday. There were present Messrs. Hart Buck (chairman), H. Humphreys, G. Murray Bain, A. H. Mancell, A. P. Nobbs, J. S. Hagen, J. M. Wong, Lau Chu Pak and J. L. Cotter (secretary).

The general managers reported as follows:—

To the Shareholders of the Tebrau Planting Company, Limited.

Gentlemen,—We beg to lay before you our balance sheet for the year ending 30th April last. We also annex the report of our estate manager, Mr. Larkins. The accounts have been audited in Singapore by Mr. Evans and in Hongkong by Mr. W. Hutton Potts.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st July, 1903.

JOHORE, Singapore, 24th May, 1903.

Messrs. JOHN D. HUMPHREYS AND SON, Hongkong.

General Managers, Tebrau Planting Company, Limited.

Dear Sirs,—I beg to report as follows on the Mount Austin Plantation during the twelve months ending 30th April, 1903.

Coffee.—My hopes of a rise in price were completely disappointed and in spite of the fall in value of silver, the dollar price of coffee in Singapore remained so low, only from \$18 to \$20 per picul, that combined with shortness of crop, it was evidently no use to attempt to carry on the coffee portion of the plantation, for we were not getting enough to pay the coolies' wages, and had to continue drawing on our capital, although the coffee had arrived at maturity. In spite of the low price we could still have covered working expenses if we had had a reasonably fair amount of crop, but unfortunately the whole plantation became



devoured with leaf disease and it was evidently hopeless to go on. This was especially disappointing, because in order to avoid, as I hoped, any risk of leaf disease, I bought the seeds for the plantation at over \$100 per picul from a splendid plantation in Sumatra rather than use seed grown locally. The coffee plantation is now growing virtually abandoned except in so far that some of our old coolies have agreed to carry on certain portions at their own risk and to pay the company one-fifth of the produce as rent.

**Rubbers.**—As regards the rubber plantation, I am glad to be able to write very cheerfully, and I think there is every prospect of the success of rubber at Mount Austin making the planting venture a success after all. In spite of the disappointment about the gambier and coffee. Although the oldest portion of the Para Rubbers was only planted five years ago, viz., in April, 1898, the growth of the trees has been so rapid that many of the larger ones measure from 25 to 30 inches in circumference at three feet from the ground and I decided to begin tapping them. The result has been very gratifying as the trees tapped yield about a quarter of a pound of good rubber each, and I could get more out of them easily but I have thought it best to be content with that for the present rather than run any risk of injuring the trees. Of course there are only a few hundred trees as yet that are big enough to tap, but the number is rapidly increasing and the fact that at such an early stage they give such an appreciable amount as a quarter of a pound is most reassuring. I am curing the rubber as carefully as possible and shall make small shipments to London in another month or two, when I hope that, in spite of the rubber coming from young trees, it will fetch a high price.

As regards the plantation itself it will be gratifying to the shareholders to know that a high authority in the planting world, who paid me a visit lately, was greatly pleased at its appearance and told me it was one of the finest Para Rubber plantations for its age and extent, he had seen either in the Straits or Ceylon—I remain, Dear Sirs, Your Obedient Servant, M. LARKEN.

#### BALANCE SHEET FOR THE YEAR ENDING 30TH APRIL, 1903.

Liabilities.	
Capital Account—	
17,825 fully paid up shares	\$10,125.00
1,045 fully paid up shares	\$52.50
1,045 fully paid up shares	\$52.50
Suspense Account—	
Calls paid on 1,670 shares forfeited	6,575.00
Mortgage of Estate to F.C. Marshall	10,000.00
Accounts Payable	1,800.00
	\$11,725.00

Assets.	
Property Account—	
Purchase Price of old C.C. property	\$50,000.00
Mount Austin Coffee Plantation	47,083.23
Rubber Plantation	6,897.51
Buildings	1,059.91
Tools	281.28
Cash—	
Shanghai Bank	\$465.89
in hand	20.65
with Estate Manager	180.03
General Managers	3,330.27
Profit & Loss a/c—Balance at debit	4,001.84
	\$11,725.00

WORKING ACCOUNT, COFFEE PLANTATION.	
May 1st, 1902.	
To Balance brought forward	\$44,353.64
April 30th, 1903.	
To Wages	3,510.43
Cartage and Charges	432.34
Proportion of Estate Manager's salary for one year	1,800.00
By Proceeds of Coffee Sold	\$3,096.36
Balance carried forward	\$47,083.23
	\$50,096.36

PROFIT AND LOSS ACCOUNT.	
May 1st, 1902.	
To Amount brought forward	\$1,037.51
April 30th, 1903.	
Hongkong Office Charges	29.19
Auditor's fee	25.00
Exchange	0.25
Interest	369.28
April 30th, 1903.	\$4,470.23
By Balance	\$4,470.23
	\$4,470.23

JOHN D. HUMPHREYS & SON,  
General Managers.  
I have compared the above statement with the books at the Head Office, and accounts from Singapore and certify the same to be correct.  
W. HUTTON POTTS,  
Auditor.  
Hongkong, 1st July, 1903.  
The Chairman said:—Gentlemen, the report and statement of accounts have been in your hands for some time. I will, therefore, follow the usual custom and take them as read. As the report of our manager, Mr. Larken, is also attached it is not necessary for me to say very much to you. As far as our prospects are concerned it appears that our only hope is our Para Rubber Plantation, and this certainly looks most promising. The samples of rubber you see on the table are from the firstappings of our trees, and are pronounced by experts to be of excellent quality, and if everything goes well and prices keep up it appears to be only a question of quantity as to whether our plantation is to be a financial success or not. Before moving the adoption of the report and statement of accounts, I shall be pleased to give any shareholder any further information he may desire.  
There being no questions the Chairman moved the adoption of the report and statement of accounts.  
Mr. Murray Bain—I beg to second that proposition. As an old shareholder in this company, it appears to me that there is now some hope of our getting some return for our money. Mr. Larken has laboured long and faithfully but we have been all very unfortunate. There now seems to be a hope and I certainly trust it will be realised.  
Carried.  
AUDITORS.  
The auditors were re-elected, and the meeting terminated.

The following return of the export of silver to China from London has just been published:  
1896 1,649,400 1897 2,740,385  
1898 3,593 1899 550,138  
1897 2,456 1900 701,250  
1898 318,121 1899 1,421,840  
1899 5,874 1900 2,569,884  
1890 3,947 1901 84,857  
1891 1,085 1902 201,800  
1892 147,880 1903 166,156  
1893 3,909,669 Same date last year  
1894 1,728,771 year 1900  
1895 1,612,523

#### SANITARY BOARD.

A meeting of the Sanitary Board was held on Thursday in the Board Room. Present:—The President (Hon. Dr. J. M. Atkinson, F.R.C.S.), Hon. W. Chatham, (D.P.W.), Mr. G. McL. Messer, (Acting Registrar General), Col. Lyons, (Acting C. S. P.), Mr. H. E. Pollock, R.C. Col. Webb, R.A.M.C., Mr. Ahmed Rumsan, Mr. E. A. Hewett, Mr. Mr. Fung Wa Chin, Mr. Lau Chu Pak, Dr. Pearce, Acting M.O.H., Dr. Barnett, and Mr. G. A. Woodcock, Secretary.

The minutes of the previous meeting were confirmed.  
**PRINTING OF PAPERS.**  
A letter was read, as follows, from the Government relative to the printing of Mr. Pollock's questions and the Acting Medical Officer of Health's reply thereto:—

Colonial Secretary's Office,  
Hongkong, 27th July, 1903.  
Sir,—In reply to your letter of the 9th inst. I am directed to acquaint you with the fact that the Board of the Board that inasmuch as the questions by Mr. Pollock were put and answered at the public meeting of the Board and fully reported in the Public Press, Government sees no necessity to incur the expense of printing, as suggested, the questions and answers. I have, &c.  
(Sd.) F. H. MAY,  
Colonial Secretary.

The Secretary,  
Sanitary Board.  
In a minute, of 10th inst., Mr. Pollock wrote:—The Secretary's letter of the 9th June should be attached to these papers or a copy of it.

Subjoined is the letter:—

Sanitary Board Office,  
Hongkong, 27th June, 1903.  
Sir,—I have the honour by direct of the Board to report that the attached motion moved by Mr. Pollock was adopted by the Board at the meeting held on the 4th inst., and to request authority to have the motion and the Acting Medical Officer of Health's reply thereto printed for circulation. I have, &c.  
(Sd.) G. A. WOODCOCK,  
Secretary.

The Hon. F. H. MAY, C.M.G.,  
Colonial Secretary.  
The following minutes were appended. By the Colonial Secretary, dated 10th June:—  
"This was fully reported in the Press. What is the necessity for incurring the expense of now printing?"

By the President, Sanitary Board:—"I do not see any need to have this printed as it was fully reported in the papers. Somehow these papers have only just been submitted to me; they were mislaid during the Secretary's illness.—27.6.03."

Laid on the table.

**PUBLIC HEALTH AND BUILDINGS ORDINANCE.**  
Mr. Pollock, had given notice to move:—That this Board suggests for the consideration of the Government that it is desirable to amend paragraph 51 of section 6 of Ordinance 1 of 1903 by substituting the words "pantry, passage or landing" for the words "pantry."

That this Board suggests for the consideration of the Government that with a view to afford greater facilities to persons who are unable to afford their houses temporarily in consequence of plague, it is desirable that, in any further plague epidemic, observation blocks be rented in each of the following Health Districts, namely, Nos. 1, 2, 5, 6, 7, 8, 9, and 10.

He said that since giving notice of the first proposition he understood that a question involving the construction of the particular paragraph of the Ordinance was likely to be shortly raised before the Police Magistrate, and therefore, he thought it would be hardly advisable that they should discuss the matter, although it was obvious to those who had studied the subject that both Sections 153 and 154 of the Public Health and Buildings Ordinance, and also the definition of the words "room" and "external air" would shortly have to become the subject of very serious consideration. He thought that after the decision of the Police Magistrate had been given upon the cubic question it would be very desirable that a sub-committee of the whole Board be appointed to go fully into the sections of the ordinance and also into the definition of those two words. With regard to the second proposition he drew attention to a misprint, pointing out that the word "further" should be read "future." It was of no use, he thought, having observation blocks unless they were taken out to the premises from which people were turned out in consequence of plague. Apart from the one in the Central district he was of opinion that those East and West were too far out to serve the purpose for which they were intended.

Mr. Rumsan seconded.  
Mr. Hewett agreed with Mr. Pollock remarking that any step taken should be acted upon before the plague season next year.  
The motion was carried.

**TO EXPEDITE BUSINESS.**

The President:—In order to expedite the business of the Board, I beg to move with reference to the question of granting licences under section 14, sub-section 1, of Ordinance No. 1 of 1903, the Board make the following Standing Order:—(1) The applications for exemption from provision of open spaces required by the Public Health and Buildings Ordinance, 1903, may be forwarded for the consent of the Governor in Council without a resolution to that effect in each case after the circulation of the papers to the members of the Board provided that there are no adverse minutes on the circulating paper under which the application has been circulated; and (2) with reference to applications for licences issued under schedule B of the Public Health and Buildings Ordinance that they may be issued with resolution to that effect in each case after the circulation of the papers to the members of the Board provided also that there are no adverse minutes. The second proposal referred to is especially to bake-houses and laundry licences. It has been the custom of the Board previously to act in this way by making Standing Orders to this effect; and the reason I bring the matter up now is that the old resolution was made under the old Ordinance, and a similar resolution has not been made under the new Ordinance. Numbers of these licences are presented to the members of the Board for their consideration and applications are often received only two or three days after a meeting of the Board has been held, and if the application is held over till the next meeting the delay is very considerable and affects the licence. I think it would be more expeditious if we agree to these Standing Orders.

Mr. Hewett:—With regard to your proposal it has come, as far as I am concerned, rather as a surprise to the Board. It appears to me the questions involved are very important and I do not think it is altogether wise to speak subject to correction—for the Board to relegate so readily their authority to committees, or sub-committees. Under the Ordinance these powers have been relegated to the Sanitary Board, and we should uphold them. For I may myself say with regard to making adverse, or otherwise comments on the applications when they come round to me I am busy as a rule, and I read them as fast as I can and in most cases I find them merely to show that I have seen them; but that does not mean because I initial a paper that I passed the application without any comment. I always look at it that these questions will be more or

less discussed at our fortnightly meetings. If I thought that these questions could not be dealt with at those meetings it would involve a very considerable or careful study of papers at the moment. I think that probably what I have said is the view taken by most of the unofficial members of the Board. When I think we should be very slow to adopt such a proposal particularly without having discussion and, possibly, further time for consideration.

The President pointed out that his motion had not been seconded, and therefore Mr. Hewett's remarks were out of order.  
Mr. Hewett said that as he had not been stopped at the beginning he presumed that he was in order.  
The President further remarked that it was not proposed to relegate this power to a committee of the Board. It was simply proposed to make Standing Orders for the conduct of the business of the Board between its meetings.

Mr. Hewett:—"To pass over the responsibility which is given to us by the Ordinance to somebody else."  
The President said it had always been the custom when there were any minutes on the circulating cover for the whole matter to be brought up, but if there were no minutes it was concluded that members were agreed, and the granting of the licence was recommended to the Governor in Council, who ultimately decided.

The Vice-President suggested that the subject be allowed to stand over till next meeting in order to give members time to consider it. There were undoubtedly a great many matters which it appeared unnecessary almost to delay in dealing with until the Board meeting; the mere renewal of licences, for instance, was a matter which could very readily be relegated to the way proposed by the President.

The President expressed his willingness to let the matter stand over till next meeting. But this, he pointed out, was not a new procedure. It had been the custom formerly, and that was the reason he brought it up now.

**WATER ANALYSES.**  
The reports of the analyses of water drawn from the public supplies, by the Government Analyst, for the month of June, show that the water is of excellent quality. The water was taken from the Kowloon Service, Tytan, Pokfulam, and Cheung Sha Wan supply.  
Laid on the table.

**FOOD AND DRUGS.**  
The results of the examinations, made by the Government Analyst, under the Sale of Food and Drugs Ordinance for the second quarter of the year are as follows:—6 samples of whisky, 1 of gin, 1 of brandy, 2 of beer and 2 of milk. None were found adulterated.  
Laid on the table.

**BAKEHOUSE.**  
An application for the ground floor of No. 166, Queen's Road Central to be registered as a bakehouse, was refused.

**PUBLIC LATRINE.**  
A petition was submitted relative to the proposed site for the erection of a public latrine at Tai Hang village. It reads as follows:—  
13, King Street,  
Hongkong, 27th June, 1903.

To the Sanitary Board.  
Sirs,—Understanding that a public latrine is to be erected close to our houses in Tai Hang village, we have the honour to request that you will be so kind as to reconsider the matter and select another site for that purpose.

The position selected is far too near to our buildings, being right behind Nos. 10 to 15, King Street, and we are sure the inevitable emission of offensive smells will do harm to the health of the people in the vicinity. Further its existence will have injurious effect on the value of the surrounding houses. We therefore most humbly and earnestly beg that you will select another site along the hillside where a small latrine is existing or somewhere further west of Second Lane. Hoping you will take the matter into your early consideration and grant us our humble request,—We have, &c.,  
[Signatures.]

The Acting Registrar General minuted:—"Under the Ordinance this should have been sent to the Colonial Secretary. It should be forwarded to the Colonial Secretary."

The Director of Public Works minuted:—"The Board cannot deal with this. It is too late in any case."

The Secretary was instructed to inform petitioners that application should be made to the Colonial Secretary.

**PUBLIC LAUNDRY.**  
An application for house No. 25 Austin Road, Kowloon, to be registered as a public laundry, was granted.

**OFFENSIVE TRADE.**  
An application for the renewal of a fat-boiling licence for No. 477, Queen's Road West, was granted.

**KITCHEN REMOVAL EXEMPTION.**  
Mr. Li-Yau Chuen, owner, made an application for exemption from the removal of a kitchen in the basement of No. 185 Queen's Road Central, on the ground that the house is used as a pawnshop.

Mr. Pollock minuted:—"Grant exemption for so long as house is used as a pawnshop." The application was granted.

**LAUNDRY.**  
The usual fortnightly time-washing return was laid on the table. For the period ended 7th inst. 2,046 houses were time-washed. There were 40 prosecutions involving fines to the aggregate of \$355.

**PRIVATE LATRINES.**  
A letter was read from Messrs. Leigh and Orange on behalf of the owner of certain premises in Lower Castle and Seymour Roads with reference to proposed arrangements for providing latrine accommodation to those houses.

**PUBLIC CONVENIENCES.**  
Application was made by Messrs. Leigh and Orange on behalf of the Hongkong Tramway Co. for permission to erect five water-closets and five urinals at the Power Station on Nos. 728, Russell Street. The application is granted subject to arrangements being made for supplying the closets with water other than from the filtered town supply.

Application was made by Messrs. Leigh and Orange, on behalf of the Land Investment Co., for permission to erect water-closets on M. L. 78, 2, 2, and 101 North Bridge. Water will be supplied by a well and pump.  
The application was granted.

**RATS.**  
The return for the fortnight ended 13th inst. gives 1,199 rats as having been caught in Victoria and 475 in Kowloon, of which 26 and 6, respectively, were infected.  
Laid on the table.

**MORTALITY STATISTICS.**  
The death-rate for the whole colony for the week ended 6th June showed 30.8 per 1,000 per annum against 26.9 for the corresponding week of last year.  
Laid on the table.

**INSANITARY HOUSES.**  
A return of houses closed by order of the Board since the 1st January, 1903, as unfit for human habitation, was laid on the table. Mr. Pollock minuted:—"It is satisfactory to find that in all the earlier cases, the defects which rendered the premises unfit for human habitation have been remedied."

**COMPENSATION.**  
Mr. Rumsan wished to know if any of the landlords of closed houses had been compensated. The President replied in the negative.

Mr. Rumsan submitted that they ought to be compensated. The houses had been built according to the laws of the day, and when they were closed they complied with the existing laws, and it was no fault of the landlords that such a course was adopted. Some houses had been closed for more than three months, and it would be better if the Government were recommended to pay compensation to the landlords for loss of rent.

The President said the houses had been closed because they were found to be unfit for human habitation by reason of the outbreak of several cases of plague. As soon as the necessary steps had been taken to render them fit for human habitation, they were released.

Mr. Rumsan:—They have been built according to the Health Ordinance of the day.  
Mr. Fung Wa Chin:—And they have closed on account of plague.

Mr. Rumsan:—It doesn't matter.  
Mr. Hewett asked on what Ordinance Mr. Rumsan based his contention that compensation should be granted?  
Mr. Rumsan replied that the houses had been closed to mitigate an outbreak of plague, and it was of the fundamental principles of British fairness and justice that whatever benefited the public should be paid for by the public. He thought that section 308 of the Imperial Public Health Ordinance of 1875 gave compensation for any damages.

The President said the law here would have to be altered first, for at present compensation was only granted for damage to articles during the process of disinfection.

Dr. Pearce made a statement with regard to these houses.  
Mr. Rumsan:—It appeared that some of these houses had to be closed for about three months, and if they were unfit for human habitation they ought to be resumed. They were about 130 in all. During the prevalence of plague evacuation of a block of houses was a good measure, but owners of property ought to be compensated for the loss in rental. The discussion then dropped.

#### HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 7th July, 1903, at 5.45 p.m. Present:—Mr. E. A. Hewett (Chairman), Mr. D. R. Law (Vice-Chairman), Hon. C. W. Dickinson, Messrs. C. Michau, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood and A. R. Lowe (Secretary); absent Hon. R. Shawin (ex officio).

**MINUTES.**  
The minutes of the last monthly meeting held on the 6th ultimo were read and confirmed.

**NEW MEMBERS OF CHAMBER.**  
The Secretary reported that Messrs. Goddard and Douglas and Barretto & Co. had been elected to membership since the last meeting subject to the usual confirmation by the members at the next annual general meeting.

**THE CURRENT QUESTION.**  
Read letter, dated 25th ultimo, from the Shanghai General Chamber of Commerce asking whether this Chamber would be prepared to join with theirs and that of Tientsin in a Memorial addressed to the Viceroy of the Chinese Government, asking that Government to send a reply agreeing to join in the Memorial as draft.

The draft Memorial drawn by the Shanghai Chamber was discussed and, as its terms practically followed the same lines which this Chamber intimated on the 12th ultimo to the Tientsin Chamber any petition it was thought desirable to present at this early stage of the question should take the Committee decided to send a reply agreeing to join in the Memorial as draft.

**STEAMSHIP SUBSIDIES.**  
A copy of the report of the Select Committee of the House of Commons appointed to inquire into the subsidies to Steamship Companies and sailing vessels under Foreign Government and the effect thereby produced on British trade, which had been forwarded by the Secretary for the information of the Chamber, was laid on the table.

**OFFICIAL CODE VOCABULARY.**  
The Chairman said that with reference to the telegram sent on the 12th of May last a reply had been received informing this Chamber that the British Postmaster General had agreed to bring the Chamber's protest against the proposed compulsory adoption of the vocabulary before the International Telegraph Conference and that it was understood the British Postal Authorities were also opposing its compulsory use.

**PROHIBITION OF COOLIE IMMIGRATION IN SINGAPORE FROM HONGKONG.**  
The following letter was read:—  
Chamber of Commerce,  
Singapore, 12th June, 1903.

Dear Sir,—I have the honour to enclose for the information of your Chamber copies of the following correspondence:—  
Letter from Colonial Secretary, dated the 11th inst.

Reply thereto from the Chamber of Commerce, dated the 12th inst. in connection with the prohibition of immigration of coolies from Hongkong of which you have doubtless received official notification in consequence of the number of cases of plague that have recently occurred on board steamers arriving here with coolies from your port.

2. It will be observed that the Austrian steamer *St. Yvonne*, which arrived here on the 10th inst., reported three deaths from plague during the voyage, and that two cases of plague were found on board upon her arrival. Further, this is the fourth time recently that plague has been found on vessels from Hongkong.

3. While my Committee feel compelled to support the Government of this Colony in any reasonable course taken to keep Singapore free from a dire calamity as would be the introduction of plague among our Community, still from the point of view of intertrade with Hongkong the course is one which this Chamber undoubtedly feels to be seriously regrettable.

The object that my Committee has in directing to communicate with you on this subject, is respectfully to inquire whether some means of an examination of Chinese passengers from Hongkong for Singapore could not be devised and put into practice of so much more stringent a nature as would be likely to reduce to a minimum the chances of plague cases occurring on the voyage or arriving here.

4. The last thing that Singapore would ever desire is to have quarantine or prohibition applying here to steamers arriving from Hongkong, and if any action on your side can be devised of reducing the risk of this to a minimum, it would not be less agreeable to us than we feel it would be to our neighbours and friends of Hongkong.

I have the honour to be, Sir,  
Your obedient servant,  
(Sd.) ALEX. GUNN,  
Secretary.

A long discussion followed and it was decided to reply that the benefits to Hongkong from the coolie traffic with Singapore were only derived from the passage money, and they were not of a sufficiently remunerative nature to allow of any expense being incurred at this end. If therefore Chinese coolies were necessary in order to supply the labour market in Singapore it would doubtless be to the advantage of that Colony to found a segregation camp on one of the numerous islands near there where the coolies could be landed free of any further cost or delay to carrying steamers.

**SUGAR CONVENTION.**  
Further parliamentary papers forwarded by the Colonial Secretary relating to the ratification of the Brussels Sugar Convention were laid on the table.

**STORM WARNINGS.**  
The following correspondence was read:—  
Hongkong General Chamber of Commerce,  
Hongkong, 25th June, 1903.

Sir,—I am directed to acknowledge the receipt of your letter of 21st ultimo intimating that His Excellency the Governor had decided to introduce at the Hongkong Observatory the flag system of weather signals for the information of shipmasters, similar to that in use at Shanghai, and that the present cone system would be continued for the information of the local junk population.

The Committee of the Chamber desire me to convey their thanks to the Government for agreeing to institute this much-needed reform in the system of weather signals.

In view, however, of the recommendation made by this Chamber in the report of the Sub-Committee appointed to examine the communications received from the shipping community on this subject, that the cone system, being economical and easier to work than flags, were better understood by landsmen, and the adoption of the code from the 37 special distance signals of the Commercial Code made it equally understood by the seafaring community, and that it was pointed out the signals could be increased, if found necessary, by further combinations of the three symbols employed or by similar signals displayed from the yard arm, it seems to the Committee that under the latter suggestion 117 separate signals could be made, or more than those employed in the recently extended code at Shanghai, a copy of which is enclosed.

In supporting the adoption of a symbol code it may be mentioned that great weight was given to the argument brought forth in your letter of 31st July last, and also added to in your further letter of 10th September, 1902, that a flag system is not suited to local conditions on the ground that, in the calm weather usually preceding typhoons, such signals would often not be readily distinguishable, my Committee therefore respectfully suggest that the decision of His Excellency to adopt a flag system in preference to one of symbols may be reconsidered.

With regard to the disinclination shown to alter the present symbol signals because of the local junk population's familiarity with them, I am to point out that this difficulty might easily be overcome by the publication and distribution amongst the junk and sampan population of a card showing the meaning of the signals in their altered form necessary for local use. With a note that other signals shown are intended only for a-going craft. This would obviate the confusion in their minds which is apparently thought might be occasioned on their being supplied with a copy of the whole code.

I am also directed to inquire whether His Excellency has favourably considered the further suggestions put forward by the Chamber for the greater efficiency of the local Observatory by the establishing of additional signal stations direct telephonic communication between the Observatory and the Harbour Office, Hainan, Observations, simultaneous daily telegraphic observations from other Observatories, the supply of the latest instruments, and the publishing of any information offered by other Observatories, which were contained in the special report enclosed in my letter of 13th January last and which suggestions my Committee trust have met with His Excellency's approval.—I have etc.  
(Sd.) A. R. LOWE,  
Secretary.

Colonial Secretary's Office,  
Hongkong, 2nd July, 1903.

Sir,—I am directed to acknowledge the receipt of your letter of the 25th ultimo regarding the introduction of the flag system of weather signals, and to inform you that before giving his final decision in the matter, His Excellency the Governor had carefully and anxiously considered the correspondence from the beginning, with every desire to meet the wishes of the Chamber of Commerce (but with a full sense of his responsibility in ordering a change in a system of signalling which the officials of the local Observatory and the Harbour Master consider practically superior to that adopted at Sincaw), His Excellency's ultimate decision was to add the flag signals as used at Shanghai as independent signals for the shipmasters who seem to desire them leaving the present cone system intact.

His Excellency's reason for so doing was that in your letter of May 17th, 1902, you stated that your Committee were anxious for the adoption of the flag signals on the ground that Shanghai possessed a code of signals which was "admittedly the best in the Far East." In your letter of the 23rd August, 1902, you repeated that the flag code "has for a number of years been in daily use in Shanghai, where it has given the greatest satisfaction to shipmasters frequenting the port" you add that "the adoption of a flag signal service, which would be principally for the use of the foreign shipping in harbour, need not necessitate the abolition of the present drum, cone and ball signals shown by H.M.S. *Tartar*."

His Excellency has pointed out that the cone system has been generally adopted by the German, Russian and Chinese Governments along the coast of China. His Excellency feels that on consideration your Chamber will acknowledge the inconvenience of unduly multiplying systems of typhoon warning, and therefore in deciding to meet as far as His Excellency considered justifiable the wishes of your Chamber, His Excellency considered it preferable to add a code that has been generally adopted over the coast of China rather than to introduce a new system different from that hitherto adopted in the Far East.

I shall address you further regarding the points raised in the last paragraph of your letter under acknowledgment.  
I have the honour to be, Sir,  
Your obedient servant,  
(Sd.) F. H. MAY,  
Colonial Secretary.

Secretary, Chamber of Commerce.  
The Chairman said that as the Government had definitely decided not to introduce an extended symbol system for weather signals, it would be necessary to let the matter rest until sufficient time had elapsed to enable the new Flag System to receive a fair trial.

**JUNKS FLYING FOREIGN FLAGS IN ORDER TO EVADE PAYMENT OF CHUNG FEE TAX.**  
The Secretary reported that, in answer to the Chamber's letter of inquiry, the Government had replied on the 26th ultimo to the effect that the practice of flying licenses to those junks

flying foreign flags would be continued. It was, after some discussion, decided to make further representations to the Government on this subject.

#### JUNK OWNER SUES C. & M. S.S. CO.'S "RUBI".

Sitting in Admiralty jurisdiction at the Supreme Court on Wednesday, the Chief Justice, Sir W. M. Goodman, with whom was Capt. Edward Beetham, of the s.s. *Tartar*, as assessor, heard a claim brought by Kwok Po, master of the Sun Kwong Hop fishing junk No. H. 2,141, of 1,171 piculs capacity, against the China and Munila Company's steamship *Rubi* in respect of damages alleged to have been incurred in a collision in the Lema Channel, Putoy Island, early on the morning of the 9th February last.

Mr. W. W. Slade (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master) appeared for the plaintiff, and Mr. E. H. Sharp, K.C. (instructed by Mr. H. W. Looker, of Messrs. Deacon and Hastings), represented the defendants.

In his preliminary act, plaintiff stated that the names of the colliding vessels were the Sun Kwong Hop fishing junk, No. H. 2,141, masters Kwok A Po and Kwok A Kaa (now deceased) and the s.s. *Rubi*, master, R. W. Almond. The collision occurred between 3.30 a.m. and 4 a.m. on the morning of the 9th February, 1903, on the Lema Channel, within the waters of the Colony, and a short distance to the south of Putoy Island. There was a strong easterly wind prevailing. It was a dark dirty night; neither moon nor stars were visible. State and force of the tide unknown. The Sun Kw



After the adjournment of trial, Mr. F. H. Sharp addressed the Court on behalf of the defence. He stated that the case, of course, turned entirely from his point of view, upon the question of the junks' lights, and he would not trouble his Lordship with any considerable recapitulation of the evidence on the matter. That which had been said by the witnesses for the *Rubi*, he thought, was exactly in accordance with the account of the occurrence written in the official log at ten o'clock the same morning. The defaults charged against the *Rubi* were of a vague and indefinite character, and no wrong manoeuvre on the part of the steamer appeared to have been suggested. In fact, the allegations amounted to nothing more than the statement that a collision had occurred, which, *prima facie*, unless prevented by the junks' lights, it was the *Rubi's* duty to avoid. He disputed that the evidence showed the *Rubi* had been recklessly navigated, and said that the allegation regarding the lookout was, in a sense, another random allegation. Regarding the evidence against the junk, Counsel dwelt on the question of lights, observing that according to the local Ordinances she failed to carry in the territorial waters, a "light light visible all round" while, if she had been outside of those territorial waters, she certainly did not exhibit the regulation red and green lights, as she should have done. He observed that, although he was unable to say exactly how far south of the line the collision occurred, it was quite clear that it took place a considerable distance southward—two witnesses were certain on the point that they never got within a mile or a mile and a quarter of Putoi Island. Then there was the question of lookout kept by the junk, and with regard to this Counsel contended that if as they said they saw the steamer two miles away it was a case of what was termed a "deliberate suicide." He maintained that the junk alone was to blame for the occurrence.

Mr. Shide C. Ling on the veracity of European and Chinese witnesses observed that on account of the unusual difficulties of the case, it was not possible to win an action in the Court unless they could get out of the mouths of the witnesses called for the ship, that they (the witnesses) were gravely inaccurate in their statements. He drew attention to the apparent inaccuracies in the evidence submitted by witnesses for the *Rubi*, and spoke on the various facts brought to the notice of the Court.

**JUDGMENT FOR DEFENDANT.**  
In giving judgment yesterday His Lordship said:—This is an action brought on behalf of the owners of the fishing junk, *Sun Kow Ho*, a junk of 60 tons, against the China and Manila Steamship *Rubi*, for damages for a collision which occurred at 3.30 or a little later, on the morning of the 9th February, 1902, between Putoi Island, Lema Island, and the *Rubi*. The collision resulted in the loss of the junk and the death, by drowning, of several of the persons on board. At the time of the occurrence the *Rubi* was on her way to Hongkong from Manila, and the junk, which had come from Macao, had reached Chung Chiu Island, about seven o'clock the previous evening, was proceeding leisurely on a South-East course from Putoi Island towards the fishing grounds off Lema Island, intending to fish about daylight. It seems that, at the time of the collision, the captain of the *Rubi* was on the lower bridge deck using his glasses and looking out for junks. The second officer (now the first officer) was on the upper bridge, and he saw the *Rubi* at a distance of about 2 miles and standing near a point at the wheel, and there was a look-out man, Chinese, Wong Fow, who was on for 15 minutes on the *Rubi*, situated on the lower bridge. All these three witnesses stated that they first saw the junk's light when the junk was a trifle on the starboard bow and only the steamer's length, viz., about 300 feet, distant. She was then crossing the bow at an oblique angle towards the S.E. In the circumstances the captain did all that was possible, reversed the engines and put the helm to starboard, orders which were very promptly carried out. Unfortunately, however, the junk did not stop, but continued to move on her course, and the collision occurred. It was very dark and eventually the survivors on the junk were picked up by some fishermen. Two important questions arise:—(1) Did the collision occur within the territorial waters of the Colony, or outside them? (2) Had the junk a light of such a character as to be visible at a reasonable distance, it being admitted that she did not carry the regulation side lights? As regards the question where the collision occurred it seems that at nine minutes past three a.m. off North-East Head (Putoi Island) the captain fixed his position at a point, the true bearings of which were Wagon N. 30° W. and North-East Head S. 30° W. and at that point he changed his direction to a course W. by N. such a course would not take him within 1½ miles of Putoi Island. The collision occurred while he was pursuing that course, and at, or shortly after 3.30 a.m. What tide there was, was in the steamer's favour and the fresh east or north-east wind would have accelerated the *Rubi's* speed which was steaming roughly to knots. A calculation based on these data would place the point of collision at about 1½ miles to the southward of Putoi. It is true that, in the official log, the collision is stated to have occurred outside the territorial waters of the Colony. The case would, therefore, appear to be with the terms of the Junks (Collision) Ordinance, 1902, the third section of which is as follows:—

"Where in any action brought in any Court in the Colony in respect of a collision occurring, between sunset and sunrise, outside the territorial waters of this Colony, between a junk and a ship, it is proved to such Court that either such junk or such ship has failed in fact to comply with all or any of the rules concerning lights contained in the International Collision Regulations, the junk or the ship which has failed to comply with such rules shall be deemed to be in fault unless it is shown to the satisfaction of the Court that the circumstances of the case made non-compliance with such rules or rule necessary." This section is enacted in pursuance of the policy of the preamble which reads as follows:—

"Whereas it is expedient that a junk which does not comply with the International Collision Regulations concerning lights, and thereby occasions a collision outside the waters of this Colony with a vessel bound to comply with such regulations, should not in the event of litigation in the Courts of this Colony in respect of such collision, be in a more advantageous position than a vessel." But even if the Ordinance had not been passed it is clear that a junk must carry such a light as to be visible at a reasonable distance,

otherwise on a dark night a collision with a steamer might occur without any negligence on the part of those navigating such steam vessel. In the present case the plaintiffs say they had such a light and that the negligence consists in those on board the steamer not observing it till it was close by and collision inevitable. After carefully considering the evidence given on both sides I am quite clear that both the Captain and second officer were carefully looking out. They had already seen other craft and passed them safely, and not long before they had slightly, temporarily, altered the ship's course to avoid a junk. They were, therefore, specially on the look-out for junks, the lights of some of which they could see a mile or two off. It appears to me, therefore, incredible that the look-out man, the Captain, and the second officer should have, none of them, seen the light of the junk until it was only a ship's length off, and then all have seen it practically together, if it had been plainly visible all the time as a bright white light ought to have been. The decision I have already given as to the locality of the collision disposes of the contention of the plaintiffs' Counsel that the Captain and second officer had their attention diverted at the time by the unexpectedly close proximity of Putoi Island. I hold therefore that the junk had not a light of such a character as to be visible at a reasonable distance. Judgment must, therefore, be for the defendants with costs.

## A FORGERY CASE.

## PRISONER BEFORE THE MAGISTRATE.

Chan Yik, a shop coolie, appeared before Mr. J. H. Kemp at the Magistrate's Court on Thursday to answer three serious charges against him, as follows:—1st.—On the 15th ult., demanding and obtaining a registered letter by virtue of a forged instrument, knowing same to be forged; 2nd.—On the 15th ult., forging and uttering a draft on the Chartered Bank of India, Australia and China for the sum of \$10, with intent to defraud; 3rd.—On the 17th ult., demanding three registered letters from the Postmaster General by virtue of three forged instruments knowing same to be forged. Prisoner pleaded not guilty and was defended by Mr. J. Hastings (of Messrs. Deacon and Hastings). The evidence of a postman was heard. He stated that at 2.15 p.m., on the 15th ult., defendant went to the Post Office and asked for Wing Loong's letter. Witness gave him the letters, and defendant chopped and signed a receipt for them. About 2.35 p.m. on the same day a *fok* from the Wing Loong firm called for their letters. Witness told him that somebody had already taken away the letters. He then reported the matter to the No. 1 who told him that if anyone called again from Wing Loong for letters he was to arrest him. At 4.15 a.m. on the 17th ult. defendant returned and asked for Wing Loong's letters which were then handed to him. He signed and chopped receipts and was then and there detained and taken to the Postmaster General who sent for the Master of the Wing Loong firm and asked him if defendant was his *fok*. The Master of the shop stated that he was not, whereupon a detective, who was then on duty in the office was sent for and defendant was removed to the station.

## THE BRIBERY CHARGE AGAINST JOHANSEN.

At the Magistrate's Court on Thursday before Mr. Ken P. Niels August Johansen, assistant Inspector of Marine, was charged on remand with accepting the sum of \$10 from Ip Chun, Wo, and a Loo Hing Shan, with a view to influence his conduct as a public servant, contrary to section 3 of Ordinance 3 of 1897. The defendant was remanded till the 23rd inst.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

We are officially authorized to state that, subject to audit, the directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a Dividend of £1.10 per share.

## THE VOLUNTEER CONCERT.

With hundreds of vari-coloured lanterns swinging to a gentle breeze; the twinkling of lights on the hillside, and music in the air the promenade concert on the Volunteer Parade Ground on Thursday evening was a distinct success. Skill and taste had both been exercised in the planning of the function, and these, coupled with the hearty and energetic co-operation of the citizens produced a pleasant evening. The concert was originally fixed for Saturday last, but owing to the inclement weather a postponement was decided upon, and had last evening proved unfavourable for the performance to be held in the open air, an adjournment would have been made to St. Andrew's Hall. At one time it seemed that the evening would be "wet," but a drizzling rain soon ceased, and many persons ventured out to the parade ground. Shortly after nine o'clock the orchestra opened the concert in the presence of a large gathering of ladies and gentlemen. Upon the arrival of H.E. Sir Henry and Lady Blake, who were accompanied by Capt. and Mrs. J. B. Arbuthnot, the band played the National Anthem, and the concert was proceeded with. Space will not permit of our giving a detailed account of the items on the programme, all of which were appreciated and several very enthusiastically endorsed. Those taking part included Messrs. C. H. Grace, Arthur Ough, P. W. Goldring, R. G. Heckford, G. Whitlock, W. J. Terrill, C. H. Tammert, F. H. Bell, W. C. Worcester, E. Mitow, W. Anderson and Walker.

The following item of news from the *N.C.D.* will doubtless interest some of our readers. At the time of the capture of Manila by Admiral Dewey in the Spanish American War, the famous Manila State Lotteries came to an end. There were many in Shanghai who held tickets for the last lottery and who subsequently tore them up, thinking they would be valueless. Any who preserved their tickets will, however, be interested in a cutting from a German contemporary which says:—In the Madrid *State Times* of the 12th May an order is published, wherein the Spanish Government, not desiring to profit from the former Manila lottery, although they have not held Manila, will redeem the tickets distributed for the State drawing of 13th May, 1898. The tickets must be sent in within four months from the day of the publication of the notice, that is, before the 13th September. The General Director of the Public Debt in Madrid has to test the genuineness of the tickets.

## A POST OFFICE CASE.

The case in which a Chinese clerk, employed in the General Post Office, was charged with opening a newspaper, came to end at the Magistrate's Court yesterday afternoon. Mr. J. Hastings, of Messrs. Deacon and Hastings, appeared on behalf of the defendant. A Post Office clerk said that at about 4.30 p.m. on 2nd inst. he saw defendant pick a newspaper out from one of the Manila or Nagasaki sorting boxes and place it under his jacket. He then saw him take the key of the lavatory and leave the office. He reported the matter to the Supervisor then on duty.

Mr. Hastings:—Is it a fact that several Portuguese have lately been sent away from the Post Office and Chinese taken on? Witness:—No, most of the Portuguese resign to better themselves.

And Chinese are engaged in their place?—I believe so.

When did that take place?—About four or five months ago.

Is there any jealousy with the Chinese?—I don't know. You must ask the Portuguese. I am not a Portuguese.

May I ask what nationality you are?—A Spaniard.

What were you doing at the time you saw him take the paper?—I was going to the sorting table.

You saw this on your own accord?—Yes. Did you say anything to him?—Not a word.

After hearing further evidence, Mr. Sercombe Smith sentenced defendant to one month's hard labour.

## PURSE SNATCHER SENTENCED.

In view of the many cases of serious offences which have come to the notice of the public during the past few months it is extremely satisfactory to note that Mr. Sercombe Smith is meting out such punishment as should rarely be put on such audacious criminals. Yesterday morning the scoundrel who snatched a purse from Miss Alice Berkeley stood in the dock to answer for his cowardly act, and when six months later he leaves the prison after being given 20 strokes with the birch and enduring two hours in the stocks in view of passers-by, he may hold different views of purse snatching. According to the evidence of Sanitary Inspector Cullen, who was in a ricksha in Queen's Road Central, a few minutes after one o'clock yesterday afternoon, he saw the defendant walking behind the ladies, who, he afterwards learned, were the Misses Berkeley. Suddenly the man started forward, snatched a purse containing \$2.70 from Miss Berkeley's hand and ran down Chu Lum Street. Miss Berkeley shouted, and the Inspector jumped from his ricksha and started in pursuit of the thief who was proceeding towards the Praya. Inspector Williamson was walking along Des Voeux Road and he, too, joined in the chase, and subsequently captured the man, who had thrown his coat away, and marched him off to the Police Station, where it was found that he had greased his queue to avoid being caught while running.

## WILLIAM POWELL, LD.

The accounts of Messrs. William Powell, Ld., for the year ending 30th ultimo have been made up and show a profit of about \$26,000. The accounts are, however, subject to audit. The capital of the company is \$1,000,000, and we understand that a sum will be appropriated out of the profits to pay a dividend of 10 per cent. on the capital, leaving the balance for appropriation as may be recommended by the directors.

The excellent showing, which the management has been able to make for the past year, will surely be eclipsed when the stores are removed to their new premises in Des Voeux Road, now nearing completion.

## RAUB GOLD MINING CO.

The following are extracts from the General Manager's Report for 4 weeks ending on the 20th June, 1903. The mine measurements and assay results, of prospecting work, prepared by the Mine Manager, show a total of 215 ft. for the period (4 weeks) under review, made up of 115 ft. sinking 21 ft. driving, and 73 ft. crosscutting, as against a total of 503 ft. for the previous four weeks.

## MINES.

New Main Shaft.—Operations here are now in full swing. The airshaft has been connected with the crosscut from the east adit, after sinking a depth of 66 ft.

The stripping down the air shaft has been commenced, the waste rock being dropped down the air shaft and trammed out through the east adit at 85 ft. This method greatly facilitates and cheapens the work, while affording us the necessary opportunity for erecting the temporary plant for further sinking. The new main shaft itself, which will measure 18 ft. x 3 ft. inside timbers, has been sunk, timbered with 8 in. x 8 in. hardwood, and lagged with 8 in. x 4 in. for a distance of 12 ft. The stripping of the surface to make ready for sinking machinery is in hand.

Stones.—We are winning stone from the following stops:

Above the 340 L. South: 1 stop; lode 72 in. wide and 7 dwt.

Above the 240 L. South: 4 stop; lode 60 in. wide and 5 dwt.

Above the Intermediate 200' north: 2 stop; lode 80 in. wide and 7 dwt.

Above the Intermediate 200' south: 2 stop; lode 70 in. wide and 13 dwt.

Above the 140 L. North: 1 stop; lode 64 in. wide and 9 dwt.

Plant and Machinery.—Have required considerable repairs, and are now working as usual. Bulk Hitam 260 L. South. No. 1. The machinery consists of a water wheel, making a total of 86 ft. below the level. At this point we reached the slide and encountered a great increase of water. It is not considered advisable to continue the winch through the slide, especially as the whole of the work has proved practically fruitless, the lode having varied from 3 to 12 in. in width of mixed matter worth about 2 dwt.

Sinking to connect stops.—Some 9 ft. of this work has been done to open faces for stopping.

Stops.—The following stops have been in operation: above the 260 level: 2 stops; lode 12 to 35 in. wide, worth 2 dwt. The machinery consists of a water wheel, making a total of 86 ft. below the level. At this point we reached the slide and encountered a great increase of water. It is not considered advisable to continue the winch through the slide, especially as the whole of the work has proved practically fruitless, the lode having varied from 3 to 12 in. in width of mixed matter worth about 2 dwt.

## GENERAL.

The past has been a ragged month. Sickness has handicapped some of us, unusually heavy rains have hindered haulage, pump failures have checked our underground work, and lightning has caused much trouble, temporarily incapacitating our battery motors and causing a loss of four days' milling.

Separate milling return and cost sheet herewith.

Milling Return for 4 weeks ending 20th June, 1903.

Stamps working: 40

Period of work: 23 days, less lost time 4.93

Days: 118 hrs. 18 min. of which 107 hrs. were for mill and motor repairs the latter necessitated by lightning.

Orn milled: Komon 2,155 tons	Hitam 429 "	Total 2,584 tons.
Mill duty: 2.8 tons per stamp per 24 hrs.		
Amalgam Yield: 1,877 oz. giving 616 oz. melted gold=34.41 per cent.		
Bullion Yield: 500 dwt. per ton milled=70.22 per cent. of contents.		
Bullion fineness: 915 average.		
Mercury loss: 2.51 lb. per 100 tons milled=1.46 oz. per oz. bullion.		
Concentrates saved: Nil. Concentration has been discontinued, the tailings being impounded for future treatment. The wages of blanket and buddle boys have thus been saved.		
Tailings: Assays, without removal of concentrates: 2.12 dwt. per ton=19.78 per cent. of total contents.		
Estimated cost of 4 weeks ending 20th June, 1903.		
European Salaries .. ..	\$5,260.00	
Wages Surface .. ..	\$4,293.20	
Development .. ..	905.00	
Ore raising .. ..	4,414.05	
	9,612.25	
Timber, fuel, and charcoal .. ..	1,727.10	
Fundries Royalty .. ..	4,214.46	
Stores .. ..	1,044.65	
Petties .. ..	145.25	
	2,404.36	
	\$19,003.71	
Cost per ton \$7.31=3.25 dwt.		
Expenditure on Capital a/c.		
Mine, Komon Shaft .. ..	\$1,089.20	
New Shaft .. ..	732.02	
Buildings .. ..	139.85	
Machinery .. ..	450.00	
Live stock .. ..	825.00	
	\$3,236.07	
C. G. WAINFORD LOCK,		
General Manager.		

## COMMERCIAL.

## HEMP, SUGAR, RICE.

In their bi-weekly circular, dated Manila, 20th ult., Messrs. Warner, Barnes & Co. state:—

Hemp: Market has been very lifeless during the interval, and dollar prices have continued without any change. Sterling prices have fluctuated only slightly in sympathy with exchange, which is 1/8th higher since our last. Dealers' stocks are insignificant, amounting to some 15,000 bales, as all free arrivals have been disposed of. We quote fair current to-day at \$20 per picul sterling, equal at exchange 1/8th to 1/2 10. 0 per ton f.o.b.

Sugar: Manila.—Nominal, nothing offering. Java: No crop.

Oil: Since our last report about 1,900 tons of No. 1 and No. 2 have changed hands at between \$4.75 and \$5 basic usual assorted, and 1,000 tons of No. 3 at \$4.50.

We quote to day for usual assorted \$4.68 per picul, equal at 1/9 exchange to £7.19 per ton f.o.b.

Pice: Market has advanced and is very firm at \$6.81 per picul and \$6.00. Local stocks are very materially diminished, and the improvement is in sympathy with enhanced values in Saigon, and Pangasinan is selling in small lots at \$6.50 per cavan.

Messrs. W. G. Hale & Co.'s Saigon circular of 3rd inst. states:—Dealers in the interior are well able to hold their stocks and are not inclined to part with same except at high prices. Millers who have contracts falling due shortly, have provided their requirements, are obliged to buy all they can get hold of, and at any price. Coming to this fact and to a better demand from Chi and the Philippines, also to some transactions with Japan and Java, our market has gone up considerably and closes at \$3.38 to \$4.14 per picul Paddy.

Rains are rather late this season. The few small and irregular showers we have had lately are not sufficient for field labour which is delayed until wet weather sets in.

## KEROSENE.

In their report of 9th inst., Messrs. Wheelock & Co. (Shanghai) state:—This has been a very quiet fortnight and very few transactions have taken place. Imports still maintain a firm attitude, though without demand, at the price asked, viz. 2 1/2 per case, less 2%. There has been a small business in other brands at our quotations as given below. The market, however, is steady.

## FREIGHT.

Messrs. Wheelock & Co., in their freight market report, dated Shanghai 9th inst., state:—Our homeward freight market has experienced a slight change since last writing, and although cargo for Europe and America via the Pacific continues to go forward in fair quantities, for New York and San Francisco there has been a considerable falling off as there is practically no tea being shipped in that direction owing to the high prices still ruling in the local tea market and we see no chance of improvement until the native tea-dealers become more reasonable in their ideas.

Coastwise.—Everything is at a very low ebb at present and we are sorry to have to say is likely to remain so for the next few weeks besides which there are a great number of "outside" boats on the coast seeking employment so that rates are weak in all directions.

## YESTERDAY'S INTELLIGENCE.

The closing quotations were as follows:—

Banks .. ..	\$58.12/Don 63.15
Nationals .. ..	28
China Traders .. ..	63 b.
China Fires .. ..	86 b.
Indo-Chinas .. ..	98 b.
China and Manilas .. ..	21 b.
Do. (new) .. ..	20 b.
Douglas .. ..	1.26 a. & b.
China Sugars .. ..	95 a.
Panlons .. ..	2.30
Docks .. ..	216 b.
Kowloon Wharves .. ..	88 b.
Farnhams .. ..	Tls. 170
Hongkong Lands .. ..	\$161 a.
West Points .. ..	52
Hotels .. ..	151 b.
Humphreys .. ..	12 s.
Hongkong Cottons .. ..	15 s.
Green Islands .. ..	24 b.

## EXCHANGE.

ON LONDON, Telegraphic Transfer .. 1/8 11/16

" Bank Bills, on demand .. 1/8 11/16

" Credits, 4 months' sight .. 1/9 1/16

" D'ments 4 months' sight .. 1/9 1/16

ON BERLIN, (demand) .. M. 176

ON PARIS, Bank Bills, on demand .. 1/2 1/2

" Credits, 4 months' sight .. 1/2 1/2

ON NEW YORK, Bank Bills, on demand .. 1/2 1/2

ON BOMBAY, Telegraphic Transfer .. 1/2 1/2

" On demand .. 1/2 1/2

ON SHANGHAI, Telegraphic Transfer .. 1/2 1/2

" Private 30 days' sight .. nom.

ON YOKOHAMA, T.T. .. 1/2 1/2

Sovereigns, Bank's Buying Rate .. \$1.75

Gold Leaf 500 touch, per tal .. 61.35

Bar Silver .. .. 24 b.

## OPIMUM QUOTATIONS.

Per chest	
MALWA NEW .. ..	980/990
" LAST YEAR .. ..	1,020/1,040
" OLD .. ..	1,080/1,120
PATNA NEW .. ..	1,077 1/2
" OLD .. ..	1,082 1/2
BENARAS NEW .. ..	1,075
" OLD .. ..	1,085
PERSIAN (PAPER) .. ..	740/800

## FIRE AT MACAO.

About midnight of the 11th inst., fire broke out in the Rua dos Fatores, (Ching Wai) at Macao, and more than a dozen houses were completely gutted while seven others were more or less damaged. There were two fatalities. The cause of the outbreak is unknown. But for the assistance of the sailors who were landed from the gunboat *Diu* in harbour, the conflagration might have assumed far more serious proportions. The manual engines of a very antiquated type pumped just enough water for a few streams to be directed in mere dribbles on to the burning premises. It is about time a steam engine was obtained by the Municipality to cope with any outbreak of fire. Surely, the surplus revenue of the farms will easily admit of such a provision for the protection of life and valuable property. With the present fire-extinguishing appliances at Macao it will be little short of providential if the whole city is not one day swept by the flames when fanned by a continued strong breeze prevailing.

## REPORTED END OF THE YUNNAN REBELLION.

## SURRENDER OF THE LEADER.

A telegram received at Shanghai on 6th inst., from the Commissioner of Customs at Mengtse, on the Yunnan frontier, says that the city of Ling-an has been recaptured by the Government troops and Ching Ta Matsuo, the rebel leader, has surrendered. It is believed this is to be attributed to Government coming to terms with him.

## THE KWANGSI REBELLION.

## VICEROY'S ACTIVITY.

According to Shanghai exchanges, telegraphic news has been received from Wuchow, Kwangsi, to the effect that Viceroy Tsén finds matters in that province in such a mess through incapacity of Governor Wang Chih-chün and the former Commander-in-chief of Kwangsi, General Su Yuan-chün (Marshal Su) that the Viceroy has denounced the two to the Throne.

The *N. C. D. News* prints the following Imperial Decree:—

"We have received a Memorial from Tsén Chün-hsien, Viceroy of the Two Kwang provinces, denouncing the high authorities and military officials of Kwangsi province. The present disastrous condition of that province is all due to the incapacity of the officials and their habit of trying to hide the true state of affairs, which make us feel exceedingly indignant. The cashiered Taotai Huang Jen-chi, who was guilty of hiding the true state of affairs from his superiors, and the cashiered Major-General, Shen Tao-fa, who permitted his troops to oppress the inhabitants of Kwangsi and perform other cruelties, are hereby commanded to be banished to the military postroads to work as convicts in punishment thereof. As for Tsing Shou-min, the Provincial Treasurer of Kwangsi, he has been found guilty of incapacity in administering the province; Hsi Hsien, Provincial Judge, who has been found guilty of having received bribes when occupying the acting post of Provincial Treasurer; Wang Chih-chün, Governor of Kwangsi, who has been found guilty of incapacity in undertaking military affairs and hiding matters from the Throne; and General Su Yuan-chün, whose incapacity created the danger which threatens the province—all the above officials are hereby commanded to be cashiered at once and dismissed from office. The memorials, the said Acting Viceroy Tsén Chün-hsien, is authorized to have his name restored to order out of the chaos into which the incapacity of the officials of Kwangsi has plunged that province, and is hereby given full power to deal with the local officials as may seem best to him.

THE SPREAD OF THE REBELLION.

Commenting on the situation, the same paper says:—

Reliable news from private sources in Hunan received in Shanghai reports the invasion of that province by Kwangsi rebels who now hold the Hunanese districts of Ch'angpa, Haining, Liling, and Yungming in force, while the districts of Tung-an, Chinghsia, Taohow, and Tungiao also contain roving bands of rebels who are being freely joined by local desperadoes and bandits. The inhabitants of the above districts, or who are panic-stricken and the roads and highways in that region are crowded with refugees hastening to quieter scenes. This, of course, is just what the local banditti wish as it gives them exceptional opportunities to plunder the refugees. Later dispatches further state that it is freely reported in Chinghsia, the provincial capital of Hunan, that the city of Yungming has fallen into the hands of the Kwangsi rebels, and that the city of Liling is momentarily expected to surrender also. The Government troops opposing the rebels number over 2,000 men, but being greatly inferior to the rebels not only in numbers but also in firearms, they dare not leave the protection of the city walls to fight the invaders. As a matter of fact the highways near the Kwangsi-Hunan border are completely commanded by the rebels and their sympathisers. A case in point is given below:—A strong band of rebel sympathisers were recently threatening the city of Anjienhsien, Hengchow prefecture, and could not have taken the city owing to lack of sufficient firearms and ammunition. The Governor however was ready to give them what they wanted. Hearing of the danger of Yungminghsien, Governor Chao Erh-shen sent a large supply of rifles and ammunition under the ridiculously small escort of ten "braves" to Yungminghsien to arm the citizens of that city as troops could not be immediately forthcoming. No sooner had the escort and firearms arrived within the Anjienhsien jurisdiction than they were pounced upon by rebel sympathisers who killed the escort, took the much-needed arms, and then assaulted and captured that place.







deficiency in the present reforms, as we have already hinted, is the lack of conscience, the failure to place honesty before everything else, the mere material, and so superficial character of the existing reforms. It was Philip Brooks, who once said, "Christ never came to reshape circumstances until He had regenerated it. It is very wonderful to me to see how thoroughly His disciples caught this method. Almost instantly, as soon as they began their work, they seemed to have been filled with a true conception of its divine method—that not by the outside but from the inside; not by a change of character, but by a change of the heart; not by the suppression of vice, but by the destruction of sin, the world was to be saved." Keeping in mind these words, we can truly say that what China needs most of all, is moral reformation, and, as essential to this, regeneration from above.

Right here we may notice a strange feature of Chinese official life; many of those who are most friendly to foreign influences are the most corrupt; many who are conservative and anti-foreign are the most honest. "The old-time" prides himself on his ethics; the friend of foreigners has caught; crave for, and has learned the ways of the scandalous and debauched. The best way to win the conservative man over to the new, is not by magnifying everything foreign, but by reverting to moral principles. For example, a former Governor of the Province of Shantung, Li Ping-heng, was noted as extremely hostile to everything foreign, but he was spoken of as the most honest official in China. A few years ago I sent him a document on reform, in which the moral element was made supreme. The Governor wrote me a personal letter expressing his hearty approval of the only letter, I think, he ever addressed to a foreigner.

In examining the questions of reform in China and their not results, we may find, real as the vast complexity that is found, Official may be honest according to the Chinese system, though dishonest according to our own system of administration. It is to be passed, it should be passed on the system, more than on the individual. Officiants not only receive salaries determined by custom, but other amounts determined by custom. What is the custom? It is regarded by the Chinese as corruption, and generally takes the form of bribery or extortion. The reason why the Chinese system is not changed to the Occidental is because its workings are familiar to all. If a high official needs more money for himself or for his department, he merely informs those immediately under him, and they in turn call upon their inferiors. To place the direction of the revenues and the expenditures of the whole Empire in control of the central Government at Peking seems to the Chinese a needless burden, much as if some department at Washington in London should undertake to control all the houses and shops, wholesale and retail, throughout the whole country, rather than to allow each man to manage his own business. Only a few hundred years ago every European country had the system now prevailing in China. But as the system has changed in Europe, so it must change in China if China is to hold her own. The task, however, is more arduous than was ever undertaken in any other country. It will not be mere child's play. Nor can reforms be rushed through by an Imperial Edict or by viceroy, hot-headed reformers.

Moreover, the complexity of the problem is intensified by China's international relations. She is not left to adapt to her own conditions any proposed system, but in every move she must question its bearings on her foreign policy. Japan was given a free hand to learn from any source she pleased and to employ any instructor she pleased. Not so with China. A person of one nationality invited as an adviser or instructor, arouses the jealousy of some other nationality and brings about complications.

All in all, I am inclined to think that there has been an advance in the favour with which the Government looks upon reform. In some respects there has been almost a revolution in the policy of the Government. Good reform Edicts have been issued, and there have already been some good results; but whether the results will be sufficiently widespread and deep-rooted to preserve the country, and make her people happy and prosperous, it is hard to say at the present moment. It would seem as if far more strenuous efforts will be needed in the way of reform, and a greater awakening of the conscience of her people and her rulers, if the results produced are to be sufficiently great for the problems that now loom up in China and in all the Far East.—N. C. D. News.

## TIENSIN.

(From Our Own Correspondent.)

July 2nd. We have been waiting so long for Russia to clear out of Manchuria, for the Allied Powers to show some interest in that hardly to venture on any local basis, but there seems to be some slight indication of coming change. Japanese reviews and those civilians whose names are on the service list have been recalled, and some importance is not unnaturally attached to the circumstances, though as a matter of fact it is quite possibly nothing more than a precautionary move. It may, on the other hand, signify much. It is noticeable that the Japanese are going about the street in an obtrusive swagger, and any Japanese face lights up at the bare suggestion of impending hostilities. They all "hope so" with vigour. The Russians on the other hand look rather more serious. Mr. Lesser has gone through to Port Arthur to see General de Vogues, who is due to leave there a most immediate reply to the Gen. Capt. Neicholodov is to act as his secretary. Before Pokotoff left he visited Viceroy Yuan and tried to get on the same terms with him as the Russians are on with Prince Ching whom they have been on over body and soul. First he approached him on the financial difficulties ground, and offered to lend money to put the City finances in order. Yan Shi-kai wriggled out of this by declaring he must ask the other officials. Then Pokotoff, the wary suggested that he hoped Yuan would not set his face against the Manchurian business and persuasively urged him to rather recommend Russia's demands than to otherwise. Yuan is stated to have waxed impatient at this and declared the matter rested entirely with him. History does not record what Pokotoff thought, but if the story is true he can entertain no very warm regard for him.

From New Hwang I learn that two river steamers said to belong to the Russian Lumber and Mining Co. in the Far East were dispatched on the 21st ult. for Tung Cheang Tze, the principal up-river bean deposit distant some 200 miles. Their ostensible object is to facilitate the transportation of the beans sowed up-river to Newchwang. There has been a fair amount of rain at Newchwang inland and there is sufficient water to allow of the passage of bean craft, but supplies are still very irregular and scanty owing to the difficulty of arbitrating the loss in transit. The boat carries the beans must guarantee full measurement delivery at the port of destination, which on account of the natural shrinkage of the beans sowed up-river to Newchwang, results in a loss unless the boat's crew water the

beans, a course strictly forbidden by edict in consequence of the extreme to which it was carried. Furthermore prices ruling are too high for Southern purchasers, and the present only forward contracts settled in the winter are being filled. A friend writing from Newchwang on the 27th ult. says: Considerable excitement was caused here on the 25th by a canard originating in Dalny to the effect that the Russian War Minister had been murdered by a Japanese, while returning from a banquet given by the Emperor of Japan. Finally the story was contradicted in an official telegram from Tokyo.

A storm and waterspout is reported from Kaichow with hailstones as large as duck eggs which are said to have killed two women and damaged the crops.

When I sent the previous award by Mr. Dering I mentioned, I think, there was one other matter still to be settled, and I append the copy of the award is due to-day with regard to this.

## AWARD.

The Bund, Railway Station Road and parcels of land in dispute and referred for arbitration by L. C. Hopkins, Esq., H.B.M. Consul-General, acting as British Commissioner by despatch dated the 13th of March, 1903.

And by N. Laptev, H.B.M. Consul, acting as Russian Commissioner by despatch dated the 12th March, 1903.

I, the undersigned, having been called upon to arbitrate in the above matter and having after scrutiny of the papers and documentary evidence submitted come to the conclusion that the said Bund Road, Railway Station Road and parcels of land marked on the map submitted by L. C. Hopkins, Esq., H.B.M. Consul-General, acting as British Commissioner by despatch dated the 13th of March, 1903, and the parcels of land marked on the map submitted by N. Laptev, H.B.M. Consul, acting as Russian Commissioner by despatch dated the 12th March, 1903, are the same parcels of land.

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soldiers in uniform—officers in their smart light-grey overcoats, or companies, tramping through the streets with their simple warlike outfit and their bayonets always fixed. I saw thousands of fresh troops had arrived the day I landed. I was told troops often arrived they never go away. A friend of mine, there whose chief pastime is horse-riding told me it was simply extraordinary the number of new barracks they are building in various directions behind the twenty-eight forts that crown the surrounding hills. The most drastic and startling of their various preparations is the order that the whole of the old town is to be evacuated. All the men who have offices, places of business or residences, occupy them under leases in which is the clause that they must clear out at six months' notice. This notice they have all received. The old town is to be converted into a huge barracks. A new town is being prepared for them, however, and the building of it is now seen in progress: of feverish activity about a mile from the old one. It is planned on the broad and ample lines of Dalny. As yet not many houses are completed, but the uprisings walls mark the course of the future streets. A big restaurant and official buildings are completed, and the afternoon I was there a military band was playing in an unvarnished park to an audience of half a dozen nondescript listeners. It would be laughable if one did not see the deep earnestness of underlying seriousness in it all.—P.M.G.

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## BRIDGING THE HONGKONG HARBOUR.

Indian Engineering of the 27th ult. has the following article:—

A retiring harbour master emphasizes the need for a permanent connection between the two sides of the harbour of Hongkong by a suggestion that the bridge should be a suspension bridge, like that proposed to be constructed across Sydney Harbour. But he studiously avoids a reference to the probable length of the bridge required at Hongkong or the cost of it. We can therefore only treat the scheme as a fanciful conceit indulged by the exhibition of an approaching pension in sterling, and not the depreciated dollar. There is at present no occasion for a bridge, even if one could be constructed in a position to meet the public requirements and harbour ferries have not reached that limit of obsolescence attained in like conditions elsewhere. Simply joining an island with the mainland by a bridge would not only provide a solution of the problem of intercommunication, for the bridge would be where nobody wants it and few could use it. We do not see how the completion of the railway from Canton to Kowloon will affect the issue, as if the railway came so far it would not stop there, but make the connecting link itself. The idea is attractive, but not feasible.

[In fairness to Commander Rumsey it should be stated that both the length and approximate cost of the bridge were given in the scheme as embodied in his reports.—Ed., H.K.T.]

## THE CENSUS OF THE BOMBAY PRESIDENCY.

## SOME NOTEWORTHY FACTS AND FIGURES.

The bulk of the population of the Bombay Presidency—over 78 per cent—is Hindu, while more than 17 per cent profess various forms of the Muslim faith. Two per cent are Jains, and 0.8 per cent are Christians. It is noticeable that the number of persons returned as Christians during the last two decades has increased by 18 per cent, and there are now nearly three times as many nominal Christians as there are Parsees. The section of the population termed "Animists" presents some curious and baffling features. Persons classed under this head are mainly those forest tribes who say they are not Hindus, but cannot name their religion, and show, in common with all primitive people, a tendency to manifestation of great power or an object of unusual shape or form. They number 95,000. The Jains decreased by nearly 20,000 in the decade, but still number over half a million.

There has been an increase of 29 per cent amongst the Christians (during the decade) and the number of 216,000—throughout the Presidency. Part of this increase may be attributable to the enrolment of about 5,000 additional members of the Salvation Army and partly to the relations which the various missionary bodies have been able to establish with the native population, and to the fact that to any general movement in the ranks of the non-Christian communities toward accepting the revelation of the Gospel. In Bombay City alone they number 45,000. The Parsees 46,000.

Ten years ago the Mahomedans formed 18.9 per cent of the whole population of Bombay. At present they are 20.7 per cent. In the whole of the Presidency they number 4,567,000, a growth of over 200,000. This seeming spread of Mahomedanism is partly due to the increase in the number of inhabitants of the Scinde and in times of scarcity, when the cost of food rises, the lower classes of Hindus are prone to embrace the Moslem religion in order to share in the bounty dispensed by the rich Magids.

The essential solidarity of the Mahomedan religion is such an impressive fact that casual observers are prone to overlook the tendency of its votaries to divide themselves into sects, and it would not fail to come as a surprise to many that a sect named the Ahmadiyah has been actually recently founded in India, which numbers 10,000 followers in the Bombay Presidency, and if ambitious aims count for anything they are more than a sect. Their founder and leader is Mirza Ghulam Ahmad, Chief of Qadian, who claims to be a Messiah. He is a Messenger of Peace, for he utterly repudiates the doctrine of Jihad and forbids war for the propagation of religion and is not oblivious of the resources of civilization. This Musliman Messiah claims to be to slam what the founder of Christianity was to the faith of the Western world. His following is inconsiderable, but he is worth watching.

The Khojahs in the Presidency number over 9,000; their recent disruption is familiar knowledge, but we have yet to learn the exact progress made by the creed of the twelve imams.

The Parsees of the Presidency number about 8,000, an increase of only 3 per cent in the decade. It is difficult to imagine how a handful of helpless and forlorn refugees from ancient Persia, begging for shelter and religious tolerance from the fanaticism of the Arabs, at the hands of a petty Hindu Prince should bulk so disproportionately large before the world despite incongenial surroundings. But to the credit of the Parsees be it said, they owe their influence and public life to their acute intellect and inimitable perseverance and even their worst enemies cannot deny that it is entirely due to the benign British rule that it enjoys the proud position of one of the most advanced and prosperous communities in India. Yet it is to be feared that they are no longer as steadily in the vanguard of progress as once were. No race stands at gaze; it must either go forward or fall backward. The extraordinary outburst of prosperity which infused such vigour and enterprise into the community in the first half of the last century has long since spent itself; and the sea of humanity about them sends forth an increasing number of competitors to contest their predominance in the learned professions and in commerce, the foundation of the past and the greatness of the race are being sapped by the excess of luxury and egregious vanity. Other communities, who glean most of the benefit from the progress of the Parsees, with their own ranks fewer men of genuine promise are appearing; many are losing hold of old beliefs and finding nothing to replace them; and unless one or two Parsees of real genius arise to awaken their brethren to a consciousness of their diminishing opportunities, the impartial observer will fear for the future. Small communities are generally tolerant of criticisms, but any Parsee of calm and who reflects upon the almost stationary position of his community, and who directs into the evil results of consanguineous marriages cannot feel confident of the outlook. A Parsee has laid stress upon the fact that he has not admitted perhaps, but economic and physical factors cannot be gainsaid.

ING to an unusual amount of sickness among the inhabitants of Nanking, the authorities have issued an order for the people to stop piling up filth about their houses, and to clean up the city. The chief constable of the place has been instructed to have the streets cleaned and to have wooden boxes put about the city in which the people can collect the refuse from their houses.

## BOYCOTTING CHINESE.

The San Francisco Argonaut says:—After thirty years of agitation and twenty years of legislation against the coming of Chinese labourers into this country, the labour organization have decided that there is a more effective method of restriction. Exclusion laws have always been unsatisfactory, because Eastern sentiment against exclusion has prevented the enactment of sufficiently stringent laws. Moreover, the defect of the laws that have been passed have been intensified by the half-hearted manner in which they have been enforced in some places. A writer in the *Labour Clarion*, the official organ of the trades-unions in this city, points out the charged attitude of organized labour. Formerly the antagonism was expressed by acts of personal violence and abuse—a policy which, however much it might worry the Chinese themselves, gained no new supporters of the exclusion policy. The labour unions, in their struggles against capital, however, have discovered a weapon they are using effectively against the Chinese. This is the boycott. The Broommakers' Union, for instance, has organized a campaign against those who handle Chinese-made brooms. One firm has been boycotted while, on the other hand, a number of dealers have signed agreements to handle none but union-made goods. Other trades are adopting the same tactics, and that Chinese laundrymen, admit that their business has been seriously injured. It is predicted by the unionists that, with only the usual semi-automatic enforcement of restrictive laws, they can now make business so unprofitable for Chinese that they will stay away.

## CHINA AND IMPORTATION OF ARMS.

The following communication from the Treasury Department was received by the Collector of the Port of San Francisco on 5th ult.:

Sir,—The Secretary of State has forwarded to this department copies of correspondence with the Russian Embassy in regard to the importation of arms into China, and has requested that its authorities be instructed to exercise renewed vigilance in this respect.

The matter was mentioned in the department's instructions to you dated April 2, 1902, requiring you to report to the department the exportation of arms and warlike material to China, in certain cases. You will please take action in the matter as suggested by the Secretary of State.—Respectfully, R. B. ARMSTRONG, Assistant Secretary.

The local *Chronicle* says that no comments were made in the Collector's office on the letter, except that no arms were shipped from this port to China so far as the knowledge of those in the office was concerned. Arms might have been shipped surreptitiously. Consignments could be carried in goods, or for that matter, as any class of merchandise, and the department would be none the wiser as one official expressed it. There is no law that would prevent a shipment of war material to China, or any other country, that is, in a state of peace, but the information of such shipments could be given.

With reference to the wire printed in our issue last evening, Mr. L. Vander Stegen writes to the *A. C. T. News*:—The Japanese accuse the Germans of smuggling arms into China, which they deny, and throw the ball at the accusers, at the same time charging the Belgians with participating in the trade. ("It was not I, said the Cat, it was the mice who did it.") Allow me to deny emphatically the German accusation towards Belgium; since the signing of the Peace Protocol forbidding the introduction of arms into China, the Belgian Minister of Finance has issued orders to the Customs, forbidding shipment of any arms to China not excepting Hongkong, and to illustrate this strictly this order is carried out. I will tell you that last December I wanted to ship from Belgium six revolvers and six thousand cartridges by a German steamer, but was refused permission by the Customs. As the weapons were intended for European use, I applied to the Minister of Finance for special permission, but he would not grant same, on account of the Protocol in question, declaring at the same time that he had already refused permission to many German applicants.

## REMINISCENCES AND ANECDOTES.

The Boer War, while partially or wholly contributing to the Federation of the Empire, has been a means of making considerable addition to literature, quite apart from the drift of "Khaki" productions. Of these *A Few Reminiscences and Anecdotes* by Captain William Hay, C. B. (Simpkin and Marshall) and *An Autobiography of Lieutenant-General Sir Harry Smith, Baronet of Alwal and the Salfeld, C. B. (Meevey)*, may be honourably mentioned. Both these contributions were lying in the hands of their respective relatives in manuscript for the space of over half a century, both chiefly relate to the eventful period between 1800 and 1825, and it is interesting to learn that they certainly never would have seen the light but for the sudden and special attraction of the nation to the condition of our army, and to the quite accidental interest in Sir Harry Smith, while reading these books we live for a little at the very heart of England in one of the epochs of best living life, and although they are in the hands of the public more than a year the Anecdotes and Reminiscences will lose nothing by any amount of repetitions.

The gratitude of the world of readers is due to Mrs. S. C. I. Wood, for at last publishing *The Reminiscences and Anecdotes* and we really owe everything to her interest and pleasant filial piety. As a child she so delighted to hear her father's tales of the Peninsula and of Waterloo that between 1820 and his death in 1855 he wrote them down for her. There is a singular difference in our personal knowledge of the fighting under Wellington, and the equally fine fighting under Marlborough a century earlier.

William Hay was descended from the first Marquis of Tweeddale, and was born at Spott House, near Dunbar, in October 1792. He was given his first commission, in 1809, in the 1st Light Infantry, at the express wish of his father, the famous Sir John Moore. Moore's friend the famous Sir John Moore, lately dead, Sir John had devoted special attention to this regiment—which by the way is now stationed in Bombay—and had stipulated that the yearly allowance of young officers in addition to pay had better not exceed £80 a year, and in no case should exceed £100. About a year was spent in garrison life, during which time Ensign Hay gloried in poaching, and marched with his regiment to London to help to quell the Bantlett riots. In the summer of 1810, when not eighteen, the longed-for order to the front came, and he left Portsmouth with a full company, carrying with him an unsolicited gift of £50 from his mother. After a month's voyage he landed in Lisbon, reaching headquarters two evenings after the battle of Bussaco, just in time for Wellington's great retreat, as fine as any battle, upon the heights of Torres Vedras. "The weather was wet and cold, and the roads in the most dreadful state, and I shall never forget the shock to my

nervous system on seeing the careless way the bodies of dead men were trodden on as we passed them lying in the muddy roads! He was gay and contented, taking small thought for the morrow: "my clothes were never off my back or my shoes off my feet any night during that winter." He must have been an exception among the officers of that day, in that he never belted, or drank spirits; but he was the cause of much betting through his feats in pedestrianism and in riding. He claims, on one occasion, to have ridden fifteen miles and back again, over dreadful mountain passes, on a little Portuguese mare, within two hours and a half. Years afterwards, in Canada, he had a horse which often took him "across the show in a light sledge, twenty miles in the hour." He was once knocked off his horse by a large, white-headed eagle, one of hundreds which were feeding on the dead. Here, as late in France, he noticed the birds of wolves which followed the armies.

Marines in that, as well as in every age, were not wanting, and "an act of diabolical tyranny" on the part of a General Crawford is thus related. On a hot march he had ordered men, for the sake of refreshment, to wade waist-deep through a stream, stationing himself with his staff in the middle of the bridge; yet observing "two or three of the 95th take some water in their hands to cool their parched mouths—instinctly the halt was sounded the brigade ordered to retrace their steps, the whole division formed into hollow square, and these unfortunate men paraded, stripped and flogged." Ensign Hay approved himself so well during his first year at the front that in the summer of 1811, doubtless helped by the Tweeddale influence which he commanded, he was given a lieutenantancy in the 12th Light Dragoons. He was soon to leave his beloved first regiment, but the temptation was too great for a poor charger at once and to enjoy the comparative comforts of a cavalry regiment, such as the 12th then had, just fresh from England with new outfits while "we were in rags." He had no more than time to admire the smartness of his new comrades than he fell seriously ill, from fatigue and over-exposure, and had to be invalided home while still so young that he rarely had occasion to look in a glass, since he had no beard to shave. He returned to the Peninsula in 1812 as an experienced old soldier, aged twenty-four, in time for Wellington's disastrous retreat from Burgos, the horrors of which are so little known in comparison with those of Napoleon's exactly simultaneous retreat from Moscow. "The roads were strewn with dead, and dying men dropped from exhaustion and fatigue. I one morning counted thirteen men dead around one fire—! should say striven to death. Terrible things were done, as well as suffered, by our desperate men and Hay could not help wondering "what our tyrannical General Crawford would have done had he been alive and witnessed the scene; at least to be consistent, he must have hanged half the famished soldier."

On finally rejoining his regiment Hay had been amazed at the change in their appearance which had been wrought by a year's campaigning; the edge was off everything but their swords and their spirits; and it was this unconquerable spirit of the British soldier which enabled the sorely-pressed army to pull through. The darkest hour is said to have been before the dawn; and after the spring of 1813 nothing was to prevent that march across Spain which is one of the purest glories of British arms. The Battle of Vittoria, on the 21st of June, which was responsible for the name of our late beloved Queen, seemed to Hay "the most total overthrow of the Grand Army of France that could well be imagined." He spent the first half of 1814 on the staff of the Earl of Dalhousie in delightful quarters at Bourdeaux and gave full practical jokes. In Portugal despite the strict orders of the Duke, he had known how to do himself well if it were by taking quarters in the house of the priest, who was sure to be the least attractive and the best provisioned in the village. Once in the pass of Villa Valle, he put up his friend Evans to a joke or two; they decapitated a sheep, but had to lie long in hiding with the carcass, which was finally eaten. After two years Evans turned up in Hay's bedroom at Bourdeaux, while the latter was hurriedly dressing to dine with Lord Dalhousie. By good acting Evans managed to array himself in a complete outfit of Hay's best, while seeming to walk about the room; then "How do I look?" he asked, with the hand of the door in his hand. "Oh, very well." "Then, good morning," he said, looking the door in the face, and adding, "Recollect the door from Villa Valle. Of course, many fresh facts here give away Waterloo; but we can only mention them for days after the battle. Hay saw "several patrols of Prussians shooting their own and the French wounded soldiers, who were beyond recovery" and in spite of the seeming barbarity, he felt this was the best thing that could be done.

The autobiography of Sir Harry Smith has rested through all these years, in the hands of Sir Edward Holdich, his old aide-de-camp, and is now edited in masterly style, and with rare self-suppression, by his great-nephew, Mr. Moore Smith. Although at least two outstanding battles, Alwal and Boomplaat, which were ever associated with his name, Harry Smith was not in the first line of warriors in his strenuous career, that immediately following Wellington's death, that immediately following Lord Keane, and Lord Gough, attained higher honours. But unlike these Harry Smith both could and did write. His pen has remedied what was lacking in his fortune, and we can know him far better than we shall ever know some of his more famous comrades.

The first volume of these memoirs brings the tale down to 1829, when Harry Smith was nearly 37. It tells of South and North America, above all of the glorious Peninsula, Waterloo, and France, then of Scotland, Nova Scotia and Jamaica. He was born on the 28th of June, 1792, at Whitelley in Cambridgeshire. His father was a country surgeon, a delightful character who here appears in glimpses, and one who was somehow able to launch his eleven children rather expensively in life. Harry Smith got his commission in the 95th Regiment (afterwards the famous Rifle Brigade) in May 1803. Two years later he was in the disastrous expedition to Buenos Ayres the conduct of which he condemns vehemently. At Monte Video he was nursed in a kind Spanish family, the old lady of which was in vain eager to have him take her daughter, with \$20,000—worth her house and her land, entered upon the great Peninsula Campaign, in 1808, with the advantage of knowing Spanish. He was never again to be seen in South America he had been adjutant; he was given command of a company, and his return, and in Spain, he either had a company, or, as brigade-major, was the associate, and often the director, of generals. He took part in the unspeakable awful retreat to Corunna, and says: "On embarkation many fell asleep in their ships, and never awoke for three days and nights, until in a gale we reached Southampton." He got to his home a living, still active skeleton, near naked, and eaten up with vermin; and he never forgot the tenderness with which he was received: "In the spring of 1809 he was back in the Peninsula, which he never left until four and a half years later, through the Pyrenees. He was

badly wounded in the ankle at the Coa in 1801; but this was the only wound of his life, and was the means of getting him the brigade-majorship of the 2nd Light Brigade.

Of the rich stories that are to be found on every other page of the volume, space prevents us from quoting except two. Once the Brigade enters at night a village already occupied by Lord Hill, every hole full up. General Vandeleur, the amusing Irish Brigadier, walks into a nice clean little room, with a cheerful fire, tenanted by a Captain of the Waggon Train. "Who are you, Sir?" asks the General, and the Captain answers, saying that these are his quarters. "I, sir, am General Vandeleur, and am—d—d glad to see you in my quarters for five minutes." The Captain quietly picks up his traps and retires, no one knows where.

Again after the dreadful storming of Badajos, April 6th, 1812, our soldiers committed atrocities upon the citizens worse than the French ever did. Among the sufferers was a handsome and spirited Spanish girl of barely fourteen, fresh from the convent, named Juana Maria de los Dolores de Leon, descended from Ponce de Leon. She was staying with her married sister, who brought her in desperation to the English camp to put her in charge of any officer who would protect her. Johnny (afterwards Sir John) Kinkaid and Harry Smith were standing at the door of Smith's tent when Juana came up in such dire misery and helplessness, begging for protection, but even then, beautiful as the day, with "delicate freshness—more English than Spanish" Kinkaid loved her, but was slow, and in the meantime another and more impudent fellow, stepped in and won her! Thus did Harry Smith win his passionately loving wife, his guardian angel, throughout "a restless life of war in every quarter of the globe." She made the campaign of Spain, of France and of Waterloo, with him in the most romantic manner; she was the darling of the army; every one from the Duke downwards called her Juana; she was introduced to the Emperor of Russia by Wellington as *ma petite guerriere Espagnole*; and from her the two famous Ladyships was named.

The most admired Peninsula warrior, "inferior to no one but the Duke" was the noble John Colborne (afterwards Lord Seaton). No where else do we know of does Wellington appear so amiable, so truly great, as here. Out of many good anecdotes of him we can mention but one, which was inspiration to Harry Smith in after life of the Duke, when everything had gone wrong at the stiff battle of Toulouse, exclaiming: "Ha, by God, this won't do; I must try something else." Harry Smith learned at New Orleans, that the Americans "were not accustomed to the civility of war, like our old associates the French" and nearly lost his life through their firing upon his flag of truce. For Waterloo (where he had two brothers both unhurt) he received, when barely 28, a Lieutenant-Colonelcy and C.B.; seven years later he neglected a chance of being knighted.

## GREAT BRITAIN IN CHINA.

British commercial prospects in the Far East would seem to be in a pious way just now, if the *Times* correspondent at Peking has correctly grasped the situation. The China market, so far, has certainly not fulfilled the sanguine expectations with which we joined the other Powers in signing the Peace Protocol two years ago, but this disappointment doubtless is largely due to transitory causes, including the great destruction of property and impoverishment of the people by the war, and these would not be much cause for anxiety if we were still holding our own relatively to other Powers. Unfortunately this is precisely where the shoe pinches. We are distinctly losing ground and influence, it seems, and imperilling our future trade by the *laissez faire* policy which is being pursued by our merchants and financiers as well as by the Government. This remark has reference more particularly to the railway development of China, which lies at the root of the commercial, as well as the political, question by determining to a great extent the future channels of trade. It is true that British company promoters have obtained a fair share of the numerous railway concessions granted by the Chinese Government, but with few exceptions these concessions lie dormant, whilst other countries are successfully pushing forward their lines and obtaining fresh concessions in districts calculated to prejudice our interests and weaken our position even in the Yangtze Valley. The fact is (say the *Birmingham Post*) that our financiers have to use an American idiom, "bitten off more than they can chew," and committed themselves to large undertakings than they can conveniently fulfil. With the exception of the Peking Syndicate's railway of ninety miles, which is now approaching completion, from the coal measures in Honan to the Wei River, whence the coal will be shipped by water to Tientsin, little or nothing is to be done in the way of railway construction by British companies. Even the British and Chinese Corporation, who five years ago secured a concession for an important railway from Nanking to Sinyang, have done nothing yet to utilise the grant, which the Chinese Government now threaten to cancel. In some cases, it is the supineness of our capitalists that is at fault. In others the stumbling-block is the Chinese Government. In illustration of the latter difficulty, we are told that the corporation above mentioned has recently been refused a valuable concession, on the ground that it had already been purchased by a native financier, but the authorities declined to name the favoured individual or give any information regarding the scheme; and the general assumption is that the native capitalist is a man of straw acting as proxy for some foreign power. In another case the claim of the Peking Syndicate to build a railway from its coal mines at Tientsin to a necessary outlet on the Yangtze is opposed by France, in the interest of a Franco-Belgian syndicate, although the right of the syndicate to this easement has been more than once officially recognised. Meanwhile no concessions are being obtained in various directions by Russia, Germany, and Belgium, in every case with Chinese Government guarantee, and if only half of them are carried out our position in the Yangtze will be seriously compromised. The Royal adjudication to our traders "to wake up" seems to be badly needed just now by some of our capitalists and railway promoters, as well as by his Majesty's Government's representatives in China.

SINCE all the tenders for the opium and spirit farms are now before Government, although it is understood that no decision has yet been arrived at by Government, we (S. F. Press) feel justified in giving the following figures, which, on good authority, are said to be the amounts of the tenders sent in. The present monthly rental is \$263,000, and assuming that the figures given for the new tenders are correct, the monthly and yearly addition to the revenue is as given in the other columns.

## New Tender Monthly Yearly Increase.

See T'ang	.....	\$485,000	\$220,000	\$2,540,000
Lim	.....	\$470,000	\$207,000	\$2,484,000
Present	.....	\$475,000	\$212,000	\$2,544,000
Farrer	.....	\$475,000	\$212,000	\$2,544,000
Loko Yew	.....	\$335,000	\$72,000	\$864,000
Syndicate	.....			

## INTERNATIONAL EXCHANGE COMMISSION.

We understand that at the international conference to study the best means for establishing stable relations in the value of money between countries which have a gold standard and countries which have a silver standard, held at the Foreign Office yesterday, an arrangement was arrived at respecting the currency of China. Several meetings have been held of the members of the United States Commission now visiting London with representatives of this country, as well as of China and Mexico. We are not in a position to state what are the terms arrived at, but we may take it as being eminently satisfactory that a possibly practical solution of the problem, which has been arrived at, is a very complicated one, but, as we have already stated, though the difficulties of exchange and currency are of a very formidable character, it is no reason why hands should be folded and the conclusion arrived at that it is hopeless. There will undoubtedly be great native opposition by bankers, compradors and shrews, and all that is comprised in the powerful Shansi guild, who are interested in matters of exchange; and exchange, be it remembered, affecting not only countries but cities and cities in China. A single coin as unit of value in China would not please them. Yet this is the first step that must be taken before the question of Chinese foreign exchange can be grappled with.

Considerable interest continues to be taken in what may possibly be the outcome of the visit of the United States Commission to this country in connection with the proposal to obtain some working plan on which silver may be utilised as a currency on a more stable basis than has prevailed of recent years. It will be remembered that on the identical notes presented by China and Mexico to the American administration, the President referred to the question in his message to Congress, and that the commission which has been in this country were subsequently nominated to investigate the matter. The members of the Commission left London on 15th inst. for Paris, and subsequently proceeded to Berlin, St. Petersburg and The Hague with the same object as they have had in view here. It is expected that they will return to this country in September.—*L. & C. Express* 19th June.

## THE EASTERN MAILS.

The *L. & C. Express* of the 12th ult. prints the following editorial:—

The continued discussion of the Post Office vote for expenses of the Mail Packet services took place on 8th inst., when Mr. Caldwell dealt with the subject of the two British mail services to the Far East; that by the Peninsular and Oriental Company, and that by the Canadian Pacific. Briefly stated, Mr. Caldwell apparently thought that the P. and O. service for China should be superseded by the Siberian route, and that, as the Canadian Pacific had not fulfilled the promises made at the time the subsidy was granted, it should not be renewed for the five years longer, and should then be given time to carry out what Caldwell already has been an accomplished fact. He did not include the Straits Settlements in his survey, and apparently that colony might be left in a condition to get its mails by any way it could. Or possibly it came within his suggestion that in times of peace the cruisers of His Majesty's Navy should be utilised for the conveyance of mails. It will, doubtless, be readily seen that such a proposal is not of a very practical order. Any mail service would be liable to interruption and possible disarrangement in time of war, but even in peace time the exigencies of the service would hardly permit of that regularity in the delivery and despatch of vessels which is so essential a feature of any ocean mail contract. The Postmaster-General certainly had a large majority of the House with him when he said he did not propose to ask the Committee to consider the proposal of the hon. member that cruisers should be employed in leisure times as ordinary mail ships. To that he would anticipate the strongest opposition from the Admiralty, and he did not think anyone acquainted with the Admiralty would associate himself with the hon. member in that proposal. From Canada comes the repudiation that the Dominion was pledging itself to do certain things in consideration of the continuance of the Pacific steamship subsidy, which Mr. Austen Chamberlain complained had not been done. It will be seen that the Postmaster-General, in his reply to Mr. Caldwell, said that his Majesty's Government, in their anxiety to meet the wishes of Canada and give Canada every opportunity for facilitating the establishment of a fast Atlantic service, had gone to the utmost limits to which they could be expected to go in assenting to the renewal of the contract for five years, in the hope that by that time the establishment of an Atlantic service might become an accomplished fact, and that they might then get a further quickening on the Pacific side, and soon make this a route of real value. If these results were not achieved in the further interval which was left, he did not think it likely that whoever might be then responsible at the Treasury or Post Office would be inclined to concur in any further extension of the contract on its present basis. There were some other benefits to be derived, however, by the possession of this route, the advantage of which would probably be revealed to a greater extent in time of war, rather than in time of peace. There must surely have been potential advantages likewise in having such boats as the Empress steamers available in time of emergency. The mail time to Hongkong may be greater than that *via* Suez by the P. and O. route, but no one will deny that this line running on the Pacific has not tended to strengthen Great Britain's position at a time when the Pacific is becoming yearly of more commercial and political importance.

Mr. Caldwell did not make out a very strong case against the P. and O. Company's contract *via* Suez, though Mr. Austen Chamberlain voiced for popular impression, that a renewal of the Eastern and Far Eastern mails should be on the lines of "greater speed and smaller cost." This is the burden, he told the House, of most of the representations made to him from the countries and colonies interested. But there is a point at which it is impossible that these desiderata can be brought together, and according to the P. and O. Company, this point has practically been reached. That company is ready to give the public all the advantages in the way of quick journeys that could be given consistently with sound business principles, for the P. and O. Company, we must remember, is a commercial company that has to be run strictly on business lines if it would succeed. It has consistently with these considerations quickened its public service, and certainly for the last year or two it is the only line on which dependence can be placed either outward or homeward to keep strictly to its schedule times. In its mail service it has given the shortest time to the public, but this does not unfortunately cover all that the public ask as passengers and as service to the Far East has in consequence suffered in a way that is at times made to reflect on its apparently Imperial position.

There is as yet no arrangement made with the Russian Post Office to send the mails *via* Siberia, but even when such is brought about it would for many reasons be distinctly desirable that a British sea route should also exist, at a greater speed doubtless, but whether at smaller cost we must wait to see.

## IMPRESSIONS OF MONGOLIA.

## WATER-FLEAS, IMMORALITY, AND THE TURF.

Mr. C. W. Campbell gave the Royal Geographical Society his impressions of Mongolia. His description of Angul Nor—a lake of 28 square miles, and the largest sheet of water in the Chahar country—was interesting: "I rowed across it from north to south, and found no greater depth than 4½ feet; Mr. Larsen took a line east and west, and had an exactly similar experience. The average depth cannot be much over 2 feet. The water tastes strongly of soda, is charged with organic impurities, and seems to thrive on it, and the camels love it. A sample of the water which I sent to the health officer of Shanghai, Dr. Arthur Stanley, was pronounced by him to be 'highly poisonous as a beverage,' and destructive of 'almost all most vegetable life.' I spent some time in a fruitless search for fish, and finally came to the conclusion that there are none in the lake. There was nothing living in it except a few water-fleas, and patches of a species of water-grass."

"There is," said Mr. Campbell, "nothing radiant about the Mongol woman; with rare exceptions she is withered and slattern, or young and slattern. Not even the daughters of princes can be said to 'exist beautifully.' No doubt the legal position of the wife in a family is an inferior one, at any rate so long as her mother-in-law is alive, but her actual place and influence depend on herself. An American lady missionary acquainted with the domestic morals of the Chahar Mong is 'dashed' in my hearing that Mongolia was the wildest place she could think of. She meant that the domestic life is devoid of purity. . . . Marriage has no religious significance. It is a civil contract, whose binding force is the mere will of the parties."

Concerning racing, the lecturer had interesting disclosures: "A racing stud of dimensions commensurate with rank and wealth is the proper appanage of a prince or jassa, and his 'stables' usually includes some of the fastest beasts of his district. The races are never under 10 miles long, the Derby of Mongolia is contested over 30 miles of rough steps. There are prizes to winners, rarely of tempting value, in the Chahar country the 'stakes' was usually an ounce or two of silver (25. 6d. or 5d.), constantly heard of matches between rival owners proud of the reputation of their stock, but seldom of serious wagers on the result. It is worth remembering that Mongol races are usually run under ecclesiastical auspices. A race-meeting I attended in the Chahar country in 1899 was presided over by the local *gegen* (avator), and the competing ponies were mostly owned by lamas. The great races which take place yearly at Urga are held under the direct patronage of the Bogdo (Lama Pope of Mongolia), who becomes the owner of all the winners. A horse-race with a bishop in the judge's box, a public chiefly clerical, no book-makers or betting, and nominal prizes, is a phenomenon entitled to a little attention from an Englishman."—*Daily News*.

## UNITED STATES CURRENCY COMMISSION.

In connection with the visit to Europe of the United States Commission on the subject of silver currencies, a summary has been published of the explanations and opinions in the American Press on the proposals of the Mexican and Chinese Governments as submitted to Congress early in the year. The proposals are that Mexico and other countries so disposed shall issue a new silver currency at the ratio of about 32 to 1. This currency shall be kept at a fixed value in gold by Government control of the quantity through closing the mints to free coinage; by its acceptance at gold parity for public use, and by the maintenance of a gold exchange fund in leading financial centres. The proposal to coin the new pieces at 32 to 1 instead of 16 to 1 is a new effort to maintain silver bullion at a fixed parity with open mints. It is a rate of coinage selected to bring the bullion value of the coins into some approximate relation to their exchange value. Under the system proposed, the value of the coins will not depend upon the price of silver bullion, but will be kept steady by the fact that the supply of coins is starved down to the need for them in the channels of trade.—*L. & C. Express*.

## THE SHORTEST ROUTE.

## BETWEEN LONDON AND THE FAR EAST.

A New York despatch, of the 13th ult., to the *S. F. Call* states:—Sir Charles Rivers Wilson, president of the Grand Trunk Railroad, who will sail for Europe to-day, says the proposed extension of the Grand Trunk lines through the Dominion of Canada to the Pacific Coast, to cost \$75,000,000, is now practically assured of success. The enabling bill, which will be the charter of the new road, has passed through all the committees of the Canadian Parliament and is about to be advanced to the third reading in the House of Commons. This charter provides for the organization of a separate company, to be known as the Grand Trunk Pacific Railway with a capital of \$75,000,000. Under this charter the line will be a line 3,660 miles long, extending from Quebec to Port Simpson, on the Pacific Ocean, with several branches.

While it was originally intended to use the existing lines of the Grand Trunk between Quebec and North Bay, it has now been decided to build another line between these two points. From North Bay west the line will be practically as heretofore mapped out, passing through the cities of Winnipeg and Edmonton and with branches to Port Arthur, Regina and Calgary. The possibility is also being considered of building a branch from Port Simpson to Dawson City but under the charter as now asked for no provision has been made for this extension.

The road will be divided into the Eastern, the prairie and the Rocky Mountain sections. It is believed that it will take over five years to complete the entire project.

It is asserted that the new route will provide the shortest line between London and the Far East, and that it will also shorten the distance between many United States points and the Far East, as Port Simpson is about 550 miles nearer the ports of China, Vladivostok and Manila than Vancouver or Seattle, and about 650 miles nearer than San Francisco, while it is no farther away than these ports from Hawaii, Australia and other important South Sea ports. From Liverpool the distance to Yokohama will be 310 miles less than by the nearest existing line and 1,702 miles less than via New York and Vancouver. It will even be shorter than by the Trans-Siberian Railroad.



## THE FLOUR TRADE.

Advices from Hongkong of date 7th ult., to Portland, Or., state that the stock of flour then on hand here amounted to 50,000 tons, and that dealers would lose more than \$100,000 on the stock owing to the reduction of \$2 per ton in freight rates by the steamship lines on the Pacific. The steamer *Indravalli* sailed for Hongkong with 5,000 tons of flour and it is estimated that the importers would lose at least \$10,000 on the cargo.

## AMERICAN COTTON MANUFACTURERS

## AND EXPORT TRADE.

The fact that American cotton manufacturers are increasingly interested in the subject of extending the foreign markets is indicated by the fact that one of the principal papers read before the recent meeting of the Southern Cotton Spinners' Association at Charlotte, N.C., was devoted to this subject. It was prepared by Mr. Lauris Loomis, of the well-known firm of Callin & Co., and treated the subject in a very interesting and instructive manner. After calling attention to the rapid growth of American trade in cotton goods in the Philippines, Mr. Loomis pointed out that still greater progress might be anticipated as soon as steamship lines are established plying frequently and regularly between American ports and Manila, and when the harbour improvements under construction and projected make Manila the shipping centre of American business in the Orient and a successful rival to the great distributing ports of Hongkong and Singapore. After discussing at some length the existing situation in Manchuria with reference to the trade in cotton goods already enjoyed by American manufacturers, Mr. Loomis endorsed the recommendations recently made by Mr. Miller, the United States Consul at Newchwang, viz.: (1) The establishment of direct trade with Manchuria instead of through Shanghai and Hongkong; (2) that the United States urge the opening of Manchuria to the trade of all the world; and (3) that a new Consulate-General be established in that province.

Mr. Loomis also referred to the extreme importance of establishing American banking houses abroad as an auxiliary to the extension of the commerce of this country, mentioning the branches already established by the International Banking Corporation and the Guarantee Trust Company of New York at various points in the Orient. He also mentioned the desirability of passing laws favourable to the increase of the American merchant marine, and especially the establishment of lines to the Orient.—*Dun's Magazine*.

## THE POPE'S ILLNESS.

A *Cablenews* wire, 7th inst. reports:—President Roosevelt has sent Pope Leo XIII. a cablegram of sympathy. Dispatches from Rome say that the aged pontiff cannot live more than a few hours but that the whole world is marvelling at his wonderful hold on life. He continues at the very point of death. There is intense curiosity as to the probable successor to Leo XIII., and the newspapers are filled with portraits and biographies of the leading candidates. They are Cardinals Rampolla, Oreglio, Serafini and Gotti. The Pope is preparing even now for the election of the new Pope. Rome is filled with a great crowd hangs day and night. Messages are being received from every monarch in the world.

Pope Delegate Gatti received in Manila the following cablegram from Cardinal Rampolla, Secretary of the Pope, and his probable successor: "The Holy Father is in a desperate condition. There has been no improvement. He is able to take nourishment without repugnance. The Pope's mind continues perfectly clear."

Later in the evening of the 7th Monsignor Guidi received another cable as follows: "The Holy Father is sinking fast, the climax coming at 11 o'clock last night. The prayers of the faithful are asked."

## THE NILE OF 1953.

## REVIVAL OF THE OLDEST CIVILISATION.

"What will the Nile Valley appear like to years hence?" is a question which Sir William Wilcocks, K.C.M.G., late Director-General of Reservoirs, Egypt has set himself to answer. Fifty years hence, says Sir William, the sums spent on irrigation works will have brought in returns greatly in excess of the expenditure laid out on them.

There will be communication by steam along the whole length of the Nile Valley, and by steamboat and by rail it will be possible to proceed from Alexandria and Port Said to Mombassa.

The Nile itself will be greatly altered. Its waters, which to-day are lost in the greatest and most terrible marshes the world has ever seen, will traverse mighty weirs and dams.

At the Ripon Falls, where the Nile leaves the Victoria Nyanza, there will be a huge dam nearly a quarter of a mile long, while all around will be electric stations and factories.

Fifty years hence Khartoum will be an important city—the terminus of three railways and a line of steamers.

Indeed, if Sir William Wilcocks' forecast turns out to be true, the Sudan will be a country overflowing with milk and honey. Between Dongola and Assouan the date-palm will have much increased. Date cultivation will have proved to be so profitable that improved qualities of dates will have been introduced, and, among the varieties to equal the popular golden dates of Algeria.

There will be a Ministry of Agriculture, which will follow in the steps of the Agricultural Ministry of the United States.

Through this Ministry the prohibition of tobacco cultivation will have been removed from the Statute-Book, and the Sudan will be one of the recognised producers of high-grade tobacco.

Experimental farms and agricultural banks will be introduced; floods will be prevented by weirs across the Atbara.

The land will be as crowded in winter as Switzerland in summer. Orchards will be reared by the thousand, and all down the valley from Assouit to Cairo will be cotton and sugar mills.

Cairo itself will be a well-built city with all the architectural resources of modern civilisation except a Bankruptcy Court.

In consequence of the death from plague at the Berlin Hospital of the young Vienna physician, Dr. Milan Sachs, the Government has decided to issue a decree forbidding further experiments with plague germs, the risk of spreading infection being considered more dangerous to the public health than the knowledge gained in studying the deadly microbe.

Dr. Sachs caught the plague in Dr. Koch's bacteriological laboratory for infectious diseases. The laboratory is isolated and the most minute precautions are taken at the doors and windows to prevent the escape of the germs. No one is allowed to approach or enter the building except the investigators.

## LOCAL AND GENERAL.

THE Italian squadron in the Far East is to be increased by two ships.

A FATAL case of cholera was notified as having occurred in the Colony during the week ended 11th inst.

THREE men have been arrested at Osaka in connection with the Hongkong and Shanghai Bank note forgeries.

THE necessity for stricter regulations for motorists is becoming pressing in Shanghai as at home, says the *China Gazette*.

THE composite brigades comprising infantry, cavalry, and artillery are being transferred to the Far East from Western Russia.

THE *Asahi's* Tientsin correspondent wires:—A Custom House similar to that existing at Kiaochow will be established at Weihaiwei.

WHILE bathing in the harbour on Sunday, a native lad was drowned. The body was recovered alongside the Canton-Macao wharf.

THE Norwegian steamer *Lena* is reported badly ashore about five miles below Kiu-kiang. She is said to have only Chinese pilots on board.

THE Manila Times says that the old Spanish gunboat *Velazco* is to be docked and repaired at Hongkong and then placed in the coastwise service.

THE total estimated cost of the new Bombay dock scheme amounts to Rs. 3,24,56,173. It is proposed to apply for sanction of a loan of Rs. 152 lakhs.

THE Provincial Treasurer of Kwangtung, Ting Ti-chang, has been appointed Acting Governor of Kwangsi, pending the arrival of Ko Feng shih.

THE Russo-Chinese Bank is suing its former Chinese comrade for 170,000, losses sustained in transactions which he is stated to have guaranteed.

THE Pahang Corporation mines in the Kuantan district exported 7771 piculs of tin ore against 7,387 in the previous year, and the Bhat Mines 804 piculs against 552.

THE Criminal Sessions commence to-day with nine names on the calendar. The case against McEwen will probably be heard before a special jury on Tuesday.

THE death is announced, at Shanghai, of Mrs. Mary Martin Richard, wife of Dr. Timothy Richard, and for some years one of the editors of *Woman's Work in the Far East*.

U. S. MINISTER Conger reported to the State Department from Peking that the Chinese Government is about to establish a mint at Peking and mint its own silver coins.

It is said that the project of building a bridge over the Menao, at Bangkok, is now taking practical shape. It has been mooted at repeated intervals during the past three decades.

THE Honolulu Legislature has appropriated \$300,000 for the purpose of including the Goto of Japan in the Hawaiian Islands and personally give him treatment for his illness at Molokai.

THE O. S. K. has arranged to buy eight coasting steamers from Mr. Amagasaki of Osaka for 17,000,000, to be paid as to 13,000,000 in cash and as to the balance in new shares of the O. S. K.

ON Sunday forenoon a native committed suicide by jumping from the third-floor of a house at Government Road, West. He was picked up alive, but died at the Tung Wah Hospital.

THE Imperial authorities have decided that direct goods traffic between European Russia, Lake Baikal, Manchuria, and Dalny by means of the Manchurian Railway shall be opened this month.

A STRONG protest is being made in Japan against the American consular law which excludes all but American vessels from the trade between San Francisco and Honolulu and the Philippines.

REPORTS are coming in regarding the recent storm. A number of junks and sailing vessels were wrecked at Kobe and at other points along the Japanese coast; the wind was more than usually violent.

MAJOR Younghusband, Mr. Claude White and Mr. Parr were expected to start on their journey to Tibet on 24th ult. At last the telegraph wire is being laid up to the frontier right through Sikkim.

THE police found a small quantity of arms and ammunition in a junk lying in the harbour on Tuesday. The junkman had to pay a fine of \$100, or do six weeks' imprisonment. The arms were confiscated.

THE general agent of the Shanghai Sumatra Tobacco Co., Ltd., has received the following telegraphic advice from the Deli Maatschappij, Amsterdam, dated 10th inst.: "Sold 742 bales tobacco at Guilders 0.71."

THE general average statement of the *s.s. Peñon*, consequent on the fire which occurred at Kobe on the 5th and 6th April, is being prepared at Yokohama by Mr. H. P. Wadman, of the China Trade Insurance Co., Ltd.

A MOJI despatch says that there was an accumulation of 124,449 tons lump, 153,222 tons mixed, and 72,337 tons dust coal there on the 1st inst. The stock of coal represents a decrease of 56,339 tons on that of June 1st last.

A NATIVE amah was charged at the Magistracy on Wednesday with stealing from a house in Lee Yuen Street, a cash box containing jewellery and money to the value of \$27.50. She was sentenced to six months' imprisonment.

MESSRS. Nanwo & Co. of Hongkong, (for whom Messrs. Heng Hui & Co. are the Penang agents), whose steamers were with drawn from the Penang-Singapore-Hongkong run last year, have decided to resume the service.—*Echo*.

A GERMAN wire of 8th inst. says:—The English Press publishes alarming reports concerning the Far East from St. Petersburg. These state that the Legation Guards at Peking are being strengthened. No official confirmation of these reports has been received at Berlin.

A COOLIE at the Tai Koo Sugar Refinery was killed yesterday morning by falling from the fourth storey of the building.

MR. John Goddard, who came out from England to Messrs. Jardine, Matheson & Co., Hongkong, in 1842, and was transferred to Yokohama some 35 years ago, died at the General Hospital, Yokohama, on the 6th inst. at 80th year.

THE contract for the Kuala Lumpur electric light installation has been let by the Crown Agents to a Swiss firm, and a French gentleman representing this firm (a distinguished electrical engineer) has already arrived, says the *Malay Mail*.

THE drums used by the Scots Guards in South Africa have just been sold, and in some cases they fetched between \$50 and \$550 a piece, which is nearly eight times as much as they originally cost. The proceeds of these sales go to the band fund.

THE new Chinese Minister to Japan, the Kwangtung Expectant Taotai, Yang Chu, has been promoted to the rank of an expectant Metropolitan officer of the 4th grade, and is expected to proceed to Japan to relieve Tsai Chun early in September next.

ACCORDING to a wire from Washington, dated 3rd ult., the Treasury Department is taking steps to draw the lines tighter along the Mexican border, to prevent the unlawful entrance of Chinese. This is done in view of the importation of Chinese labourers at Manzanillo.

MANY improvements have been made at the Hongkong Hotel during the past year, and the Directors have now decided to install electric light throughout the buildings. Residents desirous of having the use of electric fans in their rooms will be enabled to do so at a small cost.

THE *Chiefoo Express*, of 4th inst. records the death from drowning, of Mr. J. Paxton, 3rd engineer of the *Singon*. The deceased was bathing, but being unable to swim had a life buoy with him, but for some reason or other, he threw the buoy aside and went down immediately.

THE *Universal Gazette* is informed that the Directors of the Chekiang Bureau of Mines have engaged a French and an Italian engineer at a salary of a thousand dollars per month each to prospect on their behalf the mining regions in Chuchow, Yenchow, Wenchow and Tainchow.

ANNOUNCEMENT was recently made at Los Angeles that with the completion of the inner harbour at San Pedro, that port would be made a part of call by the Dollar Steamship Co.'s steamers and that a regular service would be maintained between San Francisco, San Pedro and the Orient.

THE Sanitary Board desires the attention of householders to be drawn to the fact that stagnant pools and collections of water in broken flower pots, broken jars, etc. standing in their premises are a source of danger to people residing therein, and warns them that the Board intends to treat such as nuisances.

THE Earl and Countess of Lonsdale, who recently passed through Hongkong on the way to Japan have now returned, arriving in the Colony on Tuesday morning, per the *Yasuda Maru*, en route to Brisbane. The Earl was recently decorated by the Emperor of Germany with the Prussian Crown of the First Class.

AT about eight o'clock on Monday night, Sergeant P. S. Dymond raided 12, Moon Street and arrested seventeen persons, busily engaged playing pai kow. This morning the gang was brought before Mr. J. H. Kemp and a fine of \$50 was imposed upon the first and second defendants, and \$5 upon each of the others.

A RICH merchant at Yochow has petitioned the Viceroy for permission to operate a factory at that place for the purpose of manufacturing cotton yarn from native grown cotton. There has been a small amount of cotton yarn made in Yohow, and it is found to be better and considerably cheaper than that shipped in.

STEAMERS of the great French lines appear to be using Antwerp harbour more frequently than formerly. Recently the Messageries Maritimes boat *Himalaya* loaded a cargo there for the Far East, and the *Annam* of the Compagnie Est-Asiatique Française, shipped a cargo of railway material for China.

THE *Nichi Nichi* says that the Russian Naval Office has decided to despatch the following additional warships to the Far East:—the turret-ship *Oslava*, 12,674 tons, the battleship *Alexander III* (Imperial), 13,600 tons, the battleship *Czarevitch*, 13,170 tons, the cruiser *Aurora*, 6,630 tons, and the cruiser *Albat*, 2,385 tons.

DURING a recent voyage of the Hamburg-American liner, *Augusta Victoria*, to New York one of her coal trimmers fell overboard on Tuesday. The alarm was given, the ship stopped, a lifeboat was lowered, and the man was safe on the liner again at 10.37—all done in seven minutes. He was little, if anything, the worse for his immersion.

AN Indian watchman in the employ of the Hongkong Club appeared before Mr. T. Sercombe Smith at the Magistracy on Thursday on a charge of larceny. It appears that members of the Club have been losing various articles of late, and the goods have lately been found in a pawnshop, and the thief identified. Prisoner was committed for trial.

THE following appointments have been made at the Admiralty:—Surgeons: R. W. B. Hall, to the *Bramble*, to date June 5, and on recommissioning, undated; and W. W. Keir, M.B., to the *Britannia*, undated. Sub-Lieutenants: K. N. Humphries, to the *Bramble*, and E. Cornabé, to the *Britannia*, to date June 10, and on recommissioning (N), undated.

LAST week's *Straits Gazette* publishes an Order in Council extending the boundaries of the Colony of the Settlements so as to include therein the Cocos Islands. There is also published the Governor's proclamation giving effect to the order from and after July 15. This closes one of the peculiar occurrences incidental to Empire building, remarks the *S. F. P. Chronicle*.

THE foreign trade of Japan for the first half of this year resulted in an excess of imports of merchandise over exports of over forty million yen, and an excess of imports of treasure of over eighteen millions. This latter excess is due partly to the receipts from the sale abroad of Government bonds and partly to the large disbursements made by visitors to the Osaka exhibition.

THE Siamese Hospital Department have ordered a supply of prophylactic serum from Europe, and hope that with the concerted help of the military and the police it may be possible to conquer plague there—should the occasion arise.

FOR depositing rubbish in a public channel at Kowloon, a native was fined 50. We trust that a similar step will be taken by the authorities on this side of the harbour, and that among the first offenders will appear the names of persons residing on some of the upper levels, where a systematic dumping of rubbish on public thoroughfares has been going on for a long time.

It is stated that Midway Island, where the next cable station to Honolulu will be, is to be a naval base. The tug *Troquois* under Captain Rodman, United States Navy, is making surveys, and will select a site for a lighthouse. Commander Bond, who was sent from Washington to make the trip, is stated to have in hand also the matter of making the island a defensible station.

It is reported from Portland, Or., that the Portland and Asiatic Steamship Company has put into effect the reduced rates on flour and wheat to the Orient in order to meet the rates announced at San Francisco. The new rates are \$1 per ton for flour and \$5 for wheat—a reduction of \$2 per ton on flour, and \$1 on wheat. All the northern lines will put into effect the same rates.

THE *Sin Wan Pao* states that Taotai Yen Tse-mai, business manager of the China Merchants Steam Navigation Company at Shanghai for about thirty years and who had been recuperating his health in his native district since April, died suddenly on the 31st inst. The different steamers, godowns and branch offices at the other ports have been ordered in fly their flags at half-mast in memory of his death.

THE Russian Ministry of Marine intends to equip its warships on foreign stations with operating rooms. The first of these will be fitted out on one of the ironclads going out to the Far East during the coming autumn. It will be made as complete as possible with regard to surgical instruments and requisites, and the room will be connected by telephone with the other portions of the vessel.

A WIRE from Honolulu states that word has been received there from Hongkong that the White Star liner *Germanic* will soon be running in the Pacific trade for the Oriental and Occidental Company, probably taking the place of the *Gaelic*. The *Germanic* is a boat of 5,070 tons, much larger than any of the Oriental and Occidental boats now calling here, and she has been long engaged in the Atlantic trade.

TWO natives were charged at the Magistracy yesterday morning with being members of the Triad Society. They pleaded not guilty. A detective stated that on the 18th, he visited a house in Wee Hing Lane, and searched a number of boxes and found cloth documents ten Chinese books, two blocks, a small box of chops, a knife and two fighting irons. Mr. Sercombe Smith committed the defendants for trial.

THE ominous red cone, swinging point downwards from the yard arm of the *Tama*—on Saturday and Sunday, denoted a typhoon to the south of the Colony, with its centre more than 300 miles away. Junks, sampans, slipper boats and almost every conceivable sort of native craft sought shelter in one promiscuous cove in Causeway Bay, and remained there until this morning when the warning signal was removed.

A RATHER interesting case is stated to be engaging the attention of the City authorities now, says the *P. and T. Times*. In 1900 the headmen of Nanphien on the Grand Canal are said to have collected \$70,000 wherewith to purchase supplies for the Allied Forces, but as a matter of fact they only expended some \$30,000 putting the remainder in their pockets, and various claims are now being brought against them in consequence.

THE following cablegram has been received at the State Department from Consul-General McWade at Canton, dated 8th ult. "Viceroy Yen asks me to transmit through you to the *Christian Herald* his profound and heartfelt gratitude for the donation of \$10,000 for the starving of Kwangsi. Urgently needed. Says it is added proof of American friendship and sympathy for China. Am vigorously preparing second American relief expedition."

THE latest addition to the fleet of the Hamburg-American Line of Hamburg is the *Prinz August Wilhelm*, built for passenger and cargo trade. She is of the class of the Norddeutscher Lloyd *Prinz Heinrich*, and will probably come out to the East shortly. The Hamburg-America Line are building several new vessels for the China trade. The new steamer has accommodation for 860 passengers, of whom 100 will be first saloon, and a cargo capacity of 5,000 tons.

ACCORDING to statistics compiled for the last ten years, Germany has during this period built for Russia sixteen men-of-war, a displacement of 31,250 tons in all, and eleven torpedo-boats. In the same space of time nine vessels for the Russian navy were constructed in France, two in Denmark and the United States respectively, and thirteen in Great Britain. The last were the largest of all, their combined tonnage being 107,305.

OF European nations the Norwegian and Swedish are the longest lived, the Spaniards the shortest. According to a foreign statistical return recently issued the average duration of life is as follows: Sweden and Norway, 50 years; Britain, 45 years and 3 months; Belgium, 44 years and 4 months; France, 43 years and 6 months; Austria, 40 years and 8 months; Russia and Italy, 39 years; Bavaria, 36 years; and Spain, 32 years and 4 months.—*Chicago Tribune*.

A BRITISH pickle manufacturer has come to the opinion that honesty is not always the best policy. In order to do justice to the consumer and to be on the safe side of the British law, he has been making his pickle bottles hold a little more than a pint. When these pint bottles arrived at Canada recently the manufacturer found that there was a law in operation which provides that any package measuring more than a pint must pay duty as a quart.—*Kobe Chronicle*.

DURING last year the Port Health Officer, Shanghai, examined 422 vessels, crews and passengers from Hongkong, 48 from Canton, 95 from Swatow, 26 from Amoy and many others from different ports. Nineteen men-of-war and transports and hospital ships were presented for inspection. The number of vessels quarantined was 2.4 per cent of the total number inspected. Detention varied from five hours to 174 days (*Batavia*), the average detention being 205 hours.

WE are pleased to learn that one of the five boys who accompanied Mr. A. J. May, of Queen's College, to England a few months ago, has already distinguished himself. Mr. Hung Kwok Leung, aged 18, of 8 Chancery Lane, Hongkong, eldest son of Mr. Hung Pan Sam, of that address, was, on 26th May, admitted as a student of the Honourable Society of Lincoln's Inn.

AN attack on Plymouth was delivered on the night of the 8th ult. by the torpedo destroyer *Instructional*, the object being to test the electric searchlights and the general preparedness in case of emergency. All the forts, redoubts, and batteries were fully manned. Two torpedo boats attempted to run the gauntlet, but did not succeed in doing so. They cleared the breakwater, but were discovered and fired upon as they tried to force the Harbour, thus being placed out of action.

ON Mo day a rough looking Celestial entered a house at Kowloon, occupied by a Portuguese lady, to seek employment as cook or 'boy'. The lady did not like his looks, and told him she had no work for him. He lingered outside for the whole day, and returned this morning, but met with the same reply. He told the lady that he would not leave the premises until he had been paid a month's wages. To settle the question the lady had him charged, and he was fined \$10 or fourteen days at the Magistracy this morning.

THE *Nagasaki Press* learns that Mr. M. Matsuo, proprietor of the Matsuo Engine Works, Inasa, Nagasaki, is constructing a dockyard and engine works on the eastern side of Kageno Island, which lies at the entrance to Nagasaki Harbour. The dock is to have a length of 750 feet, a breadth of 42 feet, and a depth of 22 feet; it is to be completed by March next. The necessary land for a shipbuilding yard—1,100 tsubo—is now being levelled. The engine works are expected to be ready to undertake orders in 1905.

SIR Edwin Arnold, D.C.L.E., celebrated his 71st birthday on June 10. Just half a century ago he won the Newdigate prize at Oxford in an effort which has been followed by *The Light of Asia* and *The Light of the World*. *The Light of Asia* is really an extraordinary feat in itself, for it was all dictated by the author after his journalistic work for the day was done. Later Sir Edwin has, as some of our readers will know, fallen a victim to blindness, but it is some consolation that he has the gift of producing literary work without seeing.

THUS the *Penang Gazette* of 2nd inst.: We have heard it whispered that there is some probability of Sir Henry Blake, now Governor of Hongkong, being transferred to Singapore. We have, we believe, been accused of giving our readers rather too much of Hongkong, but in this instance we must apologise for referring to that place in this connection. Sir Henry is a man who would certainly do well with the Chinese but then we have the Malays as well to consider, to say nothing of the Europeans, and of the Malays Sir Henry has had no experience.

THE finding of the Marine Court of Inquiry held into the circumstances attending the recent collision of the *Chan Tai* and the *Sui Lok*, both of Penang, off Pulo Payo on May 28, states that the *Sui Lok* was in fault in its manoeuvring and in its look out, and that its master left his vessel before duty required him to do so and failed to go in one of the *Chan Tai's* boats and help in rescuing the drowning people. The *Chan Tai* should have stood by longer. The certificate of the master of the *Sui Lok* is cancelled but a gunner's certificate may be granted to him.

At the last meeting of the Penang Municipal Commissioners the President read a letter from Government to the effect that the Governor in Council had decided to discontinue the running of the tramways after the end of the year. The President said it was a great pity if the tramways were to be stopped and the rails pulled up at the end of the year. It would not only be a blow to the prosperity of the town, but would raise the price of stones, red earth, etc. It would appear that the Commissioners' scheme to run electric trams would accordingly have to be abandoned.

WEIHAIWEI has been a British possession for some four years, and a great drawback to its development, a hindrance to would-be visitors, and a source of general inconvenience to residents has been the want of regular and suitable means of communication with the outside world. By arrangement with Messrs. Butterfield and Swire we now have steamers calling regularly in their trips northward and southward. The subsidy is, according to a *N. C. D. N.* correspondent, \$1,000,000 per month. One important clause in the contract is that the foreign mail must be forwarded within 48 hours of its arrival at Shanghai.

THE *Osaka Asahi* says that, according to an official investigation, the number of foreigners visiting Japan last year was 16,696, the amount of money spent by them during their sojourn in this country being estimated at Yen 15,226,585. The same paper also states that during last year Japanese living abroad remitted to their families at home about Yen 5,400,000 from Hawaii, Yen 4,900,000 from the United States and Canada, Yen 2,000,000 from Australia, Singapore and Hongkong, Yen 20,000 from Peru, Yen 70,000 from Korea, Yen 70,000 from China, Yen 40,000 from Saghalien, and Yen 530,000 from various other places, making a total of Yen 12,190,000.

THE work of constructing the line of railway round the southern end of Lake Baikal is to be hastened, so that the line may be thrown open to traffic in 1904, instead of early in 1905. The contractors are bound to have the railway completed by the spring of 1905, and as the Russian Government wishes to have through and uninterrupted communication by train between Moscow and Dalny with the least possible delay, the contractors are displaying the greatest activity in the hope that they will receive ample compensation for the time they will be in proportion to the number of days that the line is ready before the time stipulated by contract.

As the *Yuenan* was going to her buoy on Monday, the usual rush of sampans, totting for native boarding houses, followed in her wake, and at length got alongside. Boat-hooks were soon out, and fastened on to the railing on the steamer, enabled occupants of sampans to climb aboard. During these operations one of the boat-hooks slipped and the unfortunate man scrambling up fell into the water. Those aboard a couple of launches made an effort to save him, and got so far as to get hold of his coat with a boat-hook, but the clothing tore and the man sunk and was drowned. It is time this dangerous system of totting was stopped, as apart from accidents to the sampan people, officers of steamers are considerably annoyed by their presence for, as we saw recently, one incoming ship lost an anchor and several feet of chain.

THE San Francisco Board of Health has adopted a resolution providing that "no cellar or other apartment below the level of the street throughout the Chinese district shall be used as lodgings, living apartments or places of manufacture and production." It has also directed the Health Officer to enforce the resolution and to obtain the passage of the necessary legislation to make the regulation most effective in its operation.

THE Dutch land of plenty in the Malay Archipelago produces no coal. But the mineral is abundant in the neighbouring islands of Borneo and Sumatra. In the latter coal is mined by Government at Ombilin, and the output is about 200,000 tons a year. But that is barely half the requirements of Java, which indents largely on Australia and to a smaller extent on Japan for its supply. For special purposes Cardiff contributes its quota of steam fuel there as elsewhere.

THE Lipton fleet was sighted off Fire Island at 2.15 a.m. on the 14th ult. The DeForest wireless telegraph station at Coney Island reported at midnight (11.30) being in communication with Sir Thomas Lipton's steam yacht, the *Erin*, which then was about ninety-five miles off Sandy Hook. The *Erin* was towing the *Shamrock III*. All four boats were together, the *Erin*, *Shamrock III*, *Shamrock IV*, and her convoys. The *Erin* reported a stormy passage and all well.

AN attempt will be made on 10th inst. to float the American schooner *Carrier Dove* which went ashore at Tsung-wing Island. The bottom of the vessel is torn out but the lumber with which she is laden will keep the craft afloat, though it is doubtful if she will be worth repairing. The vessel was built in 1890 at Port Blakesley, Washington, and is 639 tons register. A lot of the cargo has been looted by the Chinese who have been hovering about since the accident. The court of inquiry will, it is believed, shortly be held.—*Mercury*.

THE P. and O. *Mastiff*, which left Singapore for Bombay on 10th inst. took \$1,900,000 from the Currency Note Reserve for Bombay, where they will be kept until the arrival of the new notes when they will be re-coined. The dies for the new dollars have been made in London. The *Straits Times* understands that the design will be quite different from that of the present ugly dollars, and that their principal feature will be that they will bear across the face the denomination of the coin—'One Dollar'—with the King's head on the other side. They are also, it is believed, to be slightly reduced in size.

A NUMBER of the well-known and qualified pilots who follow their calling between Wootton and Hankow have formed themselves into an association in order to better serve the interests of owners and the shipping trade generally, as well as to preserve their own and to provide a regular steam pilotage service between the two ports. The ever shifting channels of the Yangtze, the numerous banks and sudden changes in the many variations of the current, make it imperative that only men who are absolutely qualified should be allowed to navigate steamers up and down this treacherous river. The association is called "The Yangtze Pilots' Association."—*Mercury*.

A NUMBER of Chinese miners operating under the name of the Jim Que Company on the site of an abandoned Trinity county town known as Canyon City, U.S.A., dug up a cigar box to-day which contained \$5,000 in gold. Among the gold pieces were seven \$50 slugs. Thirty-two years ago Canyon City was a thriving mining town. Jacob Killinger lived there. He was killed by a cave in a mine. He was believed to have considerable money, but the administrator of his estate could not find it. The Chinese company is now mining away the ground on which the town stood and is believed to have discovered the buried treasure of the dead man.

SIR Ernest Satow, G.C.M.G., was on 12th ult. the recipient of the degree of LL.D. (*honoris causa*) conferred by the University of Cambridge. In presenting the Minister to the Chancellor of the University the Duke of Devonshire, the Duke of Grafton (Drs. Sandys) stated that Sir



High Class  
Gentlemen's  
Outfitters.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

**WILLIAM POWELL, LTD.,**



**28 & 34, QUEEN'S ROAD CENTRAL,  
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**General Drapers, Dressmakers, Milliners, Hosiers,  
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SHIRTS.  
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**STYLISH DRESSMAKING.**

**COSTUMES MADE UP IN THE LATEST FASHIONS  
OF PARIS, LONDON AND NEW YORK.**

**EXPERIENCED EUROPEAN CUTTING AND  
GENERAL SUPERVISION.**

**EVERY KIND OF GARMENT MADE FOR  
LADIES AND CHILDREN.**

**WILLIAM POWELL, LTD.**

**HIGH CLASS DRAPERS.**

**34, Queen's Road Central,  
Hongkong.**

**R. G. HECKFORD,  
MANAGER.**







## Consignees.

S.S. "YARRA".  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
NOTICE TO CONSIGNEES

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

**THE Company's Steamship**

“MARQUIS BACQUEHEM,”  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company  
Limited, where delivery may be obtained.  
This Vessel brings Cargo:—  
From Odessa, ex s.s. *Maria Teresa* tranship-  
ped at Port Said.  
From Venice, ex s.s. *Venus* transhipped at  
Trieste.  
Optional Cargo will be discharged here, un-  
less notice to the contrary be given immediately.  
No Claims will be admitted after the Goods  
have left the Godowns unless all Claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 22nd instant, *or they will not be  
recognized.*  
No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after the  
22nd instant will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 15th July, 1903. 1832

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON, PENANG AND  
SINGAPORE.

THE Company's Steamship

"LALPOORA"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after N. O. or the 15th instant will be  
landed at Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.  
Agents.

**"AUSTRALIAN."**

Captain W. G. MacArthur, will be despatched for the above Ports, on **WEDNESDAY**, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

*N.B.*—To assure the additional comfort of passengers, the steamers of the Company have electric fans fitted staterooms.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 2nd July 1901. [78c

REGULAR SERVICE  
BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.

Excellent Accommodation. Cuisine Unexcelled. Electric Light. Doctor and Stewardess carried.	
Tons.	Sailing Date.
3,876	THURSDAY, 23rd July, at 11 A.M.
3,869	TUESDAY, 28th July, at 11 A.M.
Company's Office, 31, Queen's Building, Ice House	

K. NAKASHIMA, Manager:  
[171e]

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**Consignees.**

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FROM HAMBURG, ROTTERDAM, ANT-  
WERP, PENANG AND SINGAPORE.  
THE H.A.L. Steamship

**"ALESIA"**

Captain Schönfeldt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the aforesaid instant will be subject to rent.

All broken, chafed, and damaged Goods are

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 15th July, 1903. 1851e

**NOTICE TO CONSIGNEES.**  
**FROM MIDDLESBROUGH, ANTWERP,**  
**AND LONDON *via* STRAITS.**  
**T**HE Steamship  
**"MERIONETHSHIRE,"**  
 Captain C. C. Cundy, having arrived from the  
 above ports, Consignees of Cargo are hereby  
 informed that their goods are being landed at  
 their risk into the Godowns of the Hongkong

and Kwong Nin Wharf and Godown Company, Limited, at Wharves, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 21st instant, will be subject to rent.

All claims for damage must be sent in before the 25th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 2.15 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**SHEWAN, TOMES & Co.**  
Agents.

Hongkong, 11th July, 1901. (1854)

**CONSIGNEES** of Cargo from London  
ex s.s. *Malapaan*, and from Bor-  
deaux ex s.s. *Ville de Rochefort*, in connection  
with above Steamer, are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables are being landed  
and stored at their risks into the Godowns  
of the Hongkong and Kowloon Wharf and Go-  
down Co., Limited, at Kowloon, whence delivery  
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless  
notification is received from the Consignees  
before Noon, TO-DAY, the 14th instant, re-  
questing it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after **TUESDAY**, the 21st instant, at **NOON**,  
will be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 21st instant, at 3 P.M., or they will not be  
recognized.

All damaged packages will be examined on  
**TUESDAY**, the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

**G. DE CHAMPEAUX,**  
Agent.

Hongkong, 14th July, 1903. [1004

TION COMPANY.

**NOTICE TO CONSIGNEES.**

FROM TRIESTE, FIUME, PORT SAID,  
ADEN, BOMBAY, COLOMBO, PEN-  
ANG AND SINGAPORE.

**T**HE Company's Steamship  
"MARQUIS BACQUEHEM,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company  
Limited, whence delivery may be obtained.  
This Vessel brings Cargo  
From Odessa, ex s.s. *Maria Teresa* tranship-  
ped at Port Said.  
From Venice, ex s.s. *Venus* transhipped at  
Trieste.

Optional Cargo will be discharged here, un-  
less notice to the contrary be given immediately.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 22nd instant, or they will not be  
recognized.

No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after the  
22nd instant will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIELER & Co.,**  
Agents.

Hongkong, 15th July, 1903.

1833

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON, PENANG AND  
SINGAPORE.

THE Company's Steamship

"LALPOORA"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after N. O. or the 15th instant will be  
landed at Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.  
Agents.

Hongkong, 17th July, 1903. 856c

**"BEN" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES**

**S.S. "BENGLE"**

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into The Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & Co.,**  
Agents.

Hongkong, 17th July, 1903. 1863c

PACIFIC MAIL STEAMSHIP COMPANY

NOTICE.

CONSIGNEES of CARGO per Steamship

"KOREA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

E. W. TILDEN,  
Agent.

Hongkong, 17th July, 1903.

**NOTICE TO CONSIGNEES.**  
**THE P. & O. S. N. Co.'s Steamship**  
**"BENGAL,"**  
**FROM BOMBAY, COLOMBO AND**  
**STRAITS.**  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at *their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, &c., *per S.S. China.*  
From Australia, &c., *per S.S. Acadia.*  
From Persian Gulf, &c., *B.J.S.N. and R. & P.*

S. N. Co.'s Steamers.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
11 A.M., TO-DAY.  
Goods not cleared by the 23rd instant, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.  
All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.  
No claims will be admitted after the Goods  
have left the Godowns.  
E. A. HEWETT,  
Superintendent  
Hongkong, 17th July, 1903.

**Intimations.**

**SAVARESSE'S  
SANDAL  
CAPSULES**

Not made of Gelatine, most efficacious, because  
absolutely pure English Oil.

**Full directions. All Chemists.**

**Insist on Savarasse's.**

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars rented on and out of ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 12nd April, 1861.

**THE NEW FRENCH REMEDY**

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, cures all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION No.1** is a remarkably short-tem, often a few days only, removes all discharges from the urinary organs, effectually superseding inoculation, the use of which long irritated the kidneys, laying the basis of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and sores of the throat, it is equally efficacious. It may be found astonishingly efficacious, affording prompt relief to other well-tried remedies have been powerless.

**THERAPION No.2** is a purifier of the blood, scurvy, pimples, spots, blotches, pains and swelling of the joints, accipulatory symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

**THERAPION No.3** for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot and cold climates, &c. It is a powerful and successful remedy in restoring strength and vigor to the debilitated system.

**THERAPION** is sold by the principal chemists and druggists throughout the world. Price 1/6 per bottle and 4/6. In ordering, state which of the three numbers is required. The word "Therapion" as it appears on the British "Government Stamp" (in white letters on a red ground) fixed to every package by order of His Majesty's Hon. Commissioners of the General Land Office.

Sold by A. S. WATSON & Co., Limited Hongkong, China and Manila.

[illegible]

Helena, Mo. — Blomfield's Advertiser. KIMBERLY.

TRADE MARK

**CURES  
MEN & WOMEN**

BIG G is a non-poisonous  
remedy for any unnatural  
discharge and inflammation,  
irritation or ulceration of  
mucous membranes. Painless  
diarrhoea not to irritate.  
Prevents contagion.

**SOLD BY CHEMISTS.**

Circular mailed on request.  
MANUFACTURED BY  
THE ETNA CHEMICAL CO.  
CINCINNATI, O.  
No. 15. A.



## Shipping.

**Arrivals.**  
 Bengloe, Dr. s.s., 1933, Porter, 17th July.  
 London and Singapore 11th July, Gen.  
 G. L. & Co.  
 Ariake Maru, Jap. s.s., 2,193, Hori, 17th July.  
 Kuchinozu 12th July, Coal—M. B. K.  
 Borg, Nor. s.s., 718, Mathisen, 17th July.  
 Bangkok 10th July, Rice—Ming Chuen.  
 Sullberg, Ger. s.s., 784, Meyer, 17th July.  
 Swallow 16th July, Gen.—H. A. L.  
 Daigai Maru, Jap. s.s., 850, Groves, 17th July.  
 Tamsui 13th July, Gen.—O. S. K.  
 Trieste, Aust. s.s., 3,223, Merzetti, 18th July.  
 Kobe 7th July, Gen.—S. W. & Co.  
 Braemar, Br. s.s., 2,316, Watt, 18th July.  
 Singapore 12th July, Gen.—D. & Co., Ltd.  
 Longmoon, Ger. s.s., 1,245, Drewes, 18th July.  
 Canton 17th July, Gen.—S. & Co.

**Departures.**  
 July 17.  
 Dallanrat, for Europe.  
 Rabi, for Manila.  
 Siam, for Singapore.  
 Macleod, for Bangkok.  
 Kingsley, for Canton.  
 Macduff, for Singapore.  
 Dionea, for Shanghai.  
 Changchow, for Shanghai.  
 Bulwer, for Manila.  
 Triglav, for Tientsin.  
 Hwang, for Sourabaya.  
 Hermann Lerche, for Singapore.  
 Canton, for Shanghai.  
 Kungling, for Shanghai.  
 Himalaya, for Shanghai.

**Passengers arrived.**  
 Per Daigai Maru, from Tamsui—Mr. Andros,  
 31 Chinese and Japanese.

**Passengers departed.**  
 Per Ballarat, for London—Mr. R. C. K.  
 Johnson, for Bombay—Mr. Edulji Mun-  
 cherjee, and 1 Indian. From Hongkong for  
 London—Gunter C. J. Cain, Mrs. French and  
 2 children, Mr. and Mrs. Coe, and Miss  
 Macdonald. For Bombay and Mrs. Banerjee.  
 For Singapore—Miss Hopwood, Messrs. Wong  
 Chee Ten, P. Rosa, T. M. Perpetuo, and 2  
 Chinese Stewards. For Penang—Mr. W. D.  
 Graham.

**Per Yamato Maru, for Manila—Miss H. M.**  
 Pickel, Miss S. Call, Messrs. N. Reyes, K.  
 Sumita, Mrs. T. Yagawa and child, General  
 Leonard Wood, Messrs. H. L. Scott, F. R.  
 McCoy, D. Truitt, and Mrs. D. L. Hill, and  
 Mr. M. Shepherdson. For Brisbane—Earl  
 Lonsdale, Misses White, Ladell, Macaulay,  
 Mr. and Mrs. Fletcher, Mr. and Mrs. W. D.  
 Cadell, and Dr. S. Honda. For Sydney—  
 Countess Lonsdale, Misses Thompson, F.  
 Maccaugh, Messrs. J. Bull, G. H. Gordon, R.  
 MacRay, D. Askeniden, Miss Lovelock, Messrs.  
 J. R. Larking, J. D. Wormald, C. S. Curtis,  
 Mrs. Dolores N. de Aiso and infant, Miss Anita  
 de Aiso, Master P. Aiso, and Mr. T. J. Thomp-  
 son. For Melbourne—Messrs. F. Stuart, A. C.  
 Shaw, and Mr. and Mrs. M. Lynch.

**Per Rabi, for Manila—Messrs. Capriano**  
 Dayot, V. Cucuay, T. Yoban, G. Ghinco, S.  
 K. Say, S. Tinto, G. Sing, D. Chowry, K. L.  
 Sent, A. V. Dam, S. Die, T. Y. Teng, Mrs. L.  
 Lambert, Messrs. J. C. Lamb, C. Jeng, U. T.  
 Chock, S. T. Coe, C. T. Coe, C. J. Coe, Y. T.  
 Tani, T. Yanco, T. Yu, T. C. Engles, S.  
 Changer, T. T. Chays, Rufino Geronza So  
 Dionco, Panteleone Golpes, Sergio Golpes,  
 Ricardo Golpes, Mr. and Mrs. A. L. Muner,  
 Mr. Miller Joblin, Capt. White, Messrs. H. S.  
 Smith, A. P. Dougari, Mr. and Mrs. A. P.  
 Tonielli, H. K. Tangle and M. T. Weng.

**Steamers Expected.**

Vessels	From	Agents	Due
Tsinan	Manila	B. & S.	July 19
Kagoshima	Singapore	M. Y. K.	July 19
C. Apar	Singapore	D. S. & Co.	July 20
Hamburg	Shanghai	M. & Co.	July 21
Zafiro	Manila	S. T. & Co.	July 21
Sachsen	Singapore	M. & Co.	July 23
Gaelic	Japan	P. M. Co.	July 23
Athenian	Japan	C. P. R. Co.	July 23
Empire	T-day Id.	G. L. & Co.	July 26
Emp. of China	Vancouver	C. P. R. Co.	July 27
Namsang	Calcutta	J. M. & Co.	Aug. 4
H'kong Maru	San Francisco	P. M. Co.	Aug. 4
Indrapura	Portland	P. & A. Co.	Aug. 10

**Ships Passed The Canal.**

**Outward—2nd June—Horsley, 9th June—**  
 Bentwaters, Salsuna, Khalif, Adana. 12th  
 June—Silvia, Manaton, Dardanus. 19th June  
 June—Breithel, Braemar, Dionea, Barton. 24th  
 June—Benglor, Solweig. 26th June—Eva. 1st  
 July—Bainberg, Sachsen, Devonshire. 4th July  
 July—Malacca, Tonkin, Nestor. 7th July—Foxton-  
 hall, Manchuria, Glenshiel, Calchas, Vermonit,  
 Indrade. 10th July—Renovitch, Claverhill,  
 China, Tincer, Moyuna. 14th July—St. Irene,  
 Konigsberg, Sumatra, Haddonhall, Klauts-  
 chu.

**Homeward—26th June—Candia, Bombay,**  
 4th July—Kamakura Maru. 10th July—Stutt-  
 gart. 14th July—Oceanic, Segovia, Sida  
 Maru.

**Arrivals at Home—1st July—Jason, Rich-**  
 mond Castle. 3rd July—Shanghai. 4th July  
 July—Zieten, Salazir. 7th July—Afridi. 10th  
 July—Kamagawa Maru, Patroclus, Indranti.

## Hongkong &amp; Whampoa Dock Returns.

San Joaquin, at Kowloon Dock.  
 America Maru, " " "  
 Hermann Lerche, " " "  
 Wuchang, " " "  
 H.M.S. Sparrowhawk, " " "  
 H.M.S. Virago, " " "  
 Huron, " " "  
 Aberdeen

## Vessels in Port.

**STEAMERS.**  
 Albenga, Ger. s.s., 2,767, Petersen, 17th July.  
 New York 12th May, and Amoy 15th July.  
 Gen.—C. & Co.  
 America Maru, Jap. s.s., 3,460, Going, 13th  
 July. San Francisco 11th June, Honolulu  
 16th, Yokohama 1st July, Kobe 3rd, Naga-  
 saki 4th, and Manila 11th, Mails and Gen.  
 —T. K. K.  
 China, Ger. s.s., 1,113, Krubbe, 11th July.  
 Saigon 7th July, Gen.—E. A. T. Co.  
 Edendale, Br. s.s., 718, Moss, 12th July.  
 Singapore 4th July, Gen.—Chinese.  
 Hailong, Br. s.s., 783, Evans, 16th July.  
 Swatow 15th July, Gen.—D. L. & Co.  
 Hoikao, Fr. s.s., 609, Merlees, 17th July.  
 Pakhoi and Hoikow 16th July, Gen.—A.  
 R. M.  
 Hongkong, Fr. s.s., 743, Suzzani, 17th July.  
 Haiphong and Hoikow 16th July, Gen. and  
 Pigs.—A. R. M.  
 Hopsang, Br. s.s., 1,359, Hay, 16th July.  
 Sourabaya 5th July, Sugar.—J. M. & Co.  
 Jeserie, Br. s.s., 3,113, Hotton, 8th July.—New  
 Zealand 9th June, Coal.—Mr. Dodman.  
 Kaifong, Br. s.s., 1,024, Pennefather, 16th July.  
 Cebu, P.I. 12th July, Gen.—B. & S.  
 Keongwai, Ger. s.s., 1,115, Möllermann, 14th  
 July. Bangkok 4th July, Rice and Teak-  
 wood—B. & S.  
 Korea, Am. s.s., 5,651, Seabury, 16th July.  
 San Francisco 19th June, Yokohama 8th  
 July, and Shanghai 14th, Mails and Gen.—  
 P. M. S. Co.

Koup Maru, Jap. s.s., 1,780, Minamikawa, 14  
 July. Kobe 9th July, Coal and Gen.—  
 Chinese.  
 Kowloon, Ger. s.s., 1,487, Stehr, 17th July.  
 Canton 16th July, Gen.—S. & Co.  
 Kumsang, Br. s.s., 2,078, Buller, 13th July.  
 Singapore 8th July, Gen.—J. M. & Co.  
 Lalpoora, Br. s.s., 2,124, Windebank, 16th July.  
 Singapore 10th July, Gen.—J. M. & Co.  
 Loo Sok, Ger. s.s., 1,021, Schuur, 16th July.  
 Bangkok 10th July, Rice.—B. & S.  
 Loyal, Ger. s.s., 1,237, Buhrmann, 14th July.  
 Swatow 13th July, Ballast.—Order.  
 Marquis Macquhem, Aust. s.s., 2,742, Ras-  
 vich, 15th July. Trieste via Bombay and  
 Singapore 25th May, Gen.—S. W. & Co.  
 Maungang, Br. s.s., 1,614, Welsh, 7th July.  
 Sandakan and July, Timber and Gen.—  
 J. M. & Co.

Merionethshire, Br. s.s., 1,949, Cundy, 16th  
 July. Singapore 10th July, Gen.—S. T. &  
 Co.  
 Nurnberg, Ger. s.s., 2,663, Faburg, 16th July.  
 Foochow 14th July, Gen.—H. A. L.  
 Pompey, Am. s.s., 1,200, Range, 28th May.  
 Manila, P.I. 25th May, Ballast.—U. S.  
 Government.  
 Progress, Ger. s.s., 648, Bremer, 17th July.  
 Tourn 13th July, Gen.—S. & Co.  
 Prosper, Nor. s.s., 780, Kristiansen, 14th July.  
 Saigon 10th July, Gen.—S. W. & Co.  
 Riojun Maru, Jap. s.s., 2,980, Ohno, 16th July.  
 Shanghai 13th July, Gen.—N. Y. K.  
 Sabine Rickmers, Br. s.s., 690, Nasbet, 16th  
 July. Canton 15th July, Gen.—A. K. &  
 Co.

San Joaquin, Am. s.s., 2,377, Galdier, 26th Apr.  
 from Apari, Ballast.—Order.  
 Scotsman, Br. s.s., 1,664, Mackenzie, 15th July.  
 Manila 11th July, Gen.—Order.  
 Taihu, Ger. s.s., 1,063, Menzell, 20th June.  
 Mauritius via Singapore 14th June, Gen.—  
 E. A. T. Co.  
 Tatar, Br. s.s., 2,768, Beeham, 6th July.  
 Vancouver, B.C. via Ports 9th June, Gen.—  
 C. P. R. Co.  
 Wuchang, Br. s.s., 801, Sommerville, 17th  
 July. Canton 17th July, Gen.—B. & S.

## SAILING VESSELS.

Boeldien, Fr. bq., 1,042, Harong, 24th June.  
 New York 15th Dec, Kerosine.—S. O. Co.  
 Columbia, Am. sch., 772, Sprague, 27th Mar.  
 —B. & S.  
 Dharwar, Swed. bq., 1,270, Larsson, 11th  
 Apr.—Fremantle 13th Dec, Sandalwood.  
 —J. M. & Co.  
 Grosvenor, Br. bq., 516, Boga, 14th June.  
 Mauritius 16th Jan, Sugar.—A. & Co.  
 Kentmere, Br. 4-masted bq., 2,437, Burch,  
 27th Apr.—Shanghai 20th Apr, Ballast.  
 —S. O. Co.

Pierre Anonine, Fr. bq., 1,740, Reteget,  
 1st Apr.—New York 3rd Oct, Oil.  
 Order.  
 Prince Albert, Norw. ship, 1,498, Hansen, 10th  
 June.—Fremantle 29th Apr, Sandal Wood.  
 —Gilmán & Co.

## Post Office.

**A Mail will close for:**  
 Canton—Per Pusan, 19th inst., 9 A.M.  
 Macao—Per Wingchai, 19th inst., 9 A.M.  
 Kunchuk and Samshui—Per Tungkong,  
 19th inst., 9 A.M.  
 Nantao—Per Taike, 19th inst., 9 A.M.  
 Nanbue—Per Lee Wing, 19th inst., 9 A.M.  
 Swatow, Amoy and Tamsui—Per Daigai  
 Maru, 19th inst., 9 A.M.  
 Shanghai—Per M. Duquehem, 19th inst.,  
 9 A.M.  
 Moji—Per Arube Maru, 19th inst., 9 A.M.  
 Canton—Per Hankow, 20th inst., 9 A.M.  
 Chinkiang and Wuhu—Per Kowloon, 20th  
 inst., 11 A.M.  
 Macao—Per Hongkong, 20th inst., 1.15 P.M.

San Joaquin, Am. s.s., 2,377, Galdier, 26th Apr.  
 from Apari, Ballast.—Order.  
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 C. P. R. Co.  
 Wuchang, Br. s.s., 801, Sommerville, 17th  
 July. Canton 17th July, Gen.—B. & S.

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**Temperature** ..... 81  
**Humidity** ..... 90  
**Rainfall** ..... 0.09

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 Swatow, 6 a.m. .... 29.88  
 Canton, 6 a.m. .... 29.86  
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## SANDAKAN—Per Mausang, 20th inst., 2 P.M.

Shanghai—Per Loongmoon, 20th inst., 3 P.M.  
 Hoikow and Pakhoi—Per Hainan, 20th inst.,  
 4 P.M.  
 Nantao—Per Taike, 20th inst., 5 P.M.  
 Macao—Per Wingchai, 20th inst., 5 P.M.  
 Canton—Per Kinsan, 20th inst., 5 P.M.  
 Amoy and Tamsui—Per Hainan, 21st inst.,  
 9 A.M.

Singapore, Penang and Calcutta—Per  
 Kumsang, 21st inst., 11 A.M.  
 Straits, Colombo and Bombay—Per Trieste,  
 21st inst., 1 P.M.  
 Macao, Amoy, Shanghai, Nagasaki, Kobe,  
 Yokohama, Honolulu and San Francisco—  
 Per America Maru, 21st inst., 5 P.M.  
 Shanghai, Nagasaki, Kobe, Yokohama,  
 Victoria, Vancouver, B.C.—Per Taitan, 22nd  
 inst., 11 A.M.

Europe, &c., India, via Tuticorin—Per  
 Hamburg, 22nd inst., 11 A.M.  
 Manila—Per Rosetta Maru, 23rd inst., 10 A.M.  
 Manila—Per Zafiro, 25th inst., 9 A.M.  
 Manila—Per Tsinan, 25th inst., 3 P.M.  
 Manila, Port Darwin, Thursday Island, Cook-  
 town, Cairns, Townsville, Brisbane, Sydney  
 and Melbourne—Per Taiyuan, 27th inst., 3 P.M.  
 Manila—Per Sunking, 29th inst., 3 P.M.  
 Manila—Per Rabi, 1st Aug., 9 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama,  
 Victoria and Vancouver, B.C.—Per Empress of  
 China, 5th Aug., 11 A.M.

## To-morrow.

## CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m.  
 Matins, 11 a.m., Evensong, 5.45 p.m.  
 Roman Catholic Cathedral:—Mass at 6 a.m.,  
 7 a.m., 8 a.m., and 9.30 a.m. Benediction,  
 5.30 p.m.  
 German Bethesda Chapel, West Point:—  
 Morning Service, 11 a.m.  
 St. Francis Church, Wanchai:—Mass (Chin.)  
 6 a.m. (Port.), 7.30 a.m. Benediction,  
 5 p.m.  
 St. Joseph's Church, Garden Road:—Morning  
 Service (English), 9 a.m.  
 St. Anthony's Chapel, West Point:—Mass,  
 8 a.m.

Wesleyan Methodist Church:—Services, 10.30  
 a.m., and 5.45 p.m.  
 Union Church:—Services, 11 a.m., and 6 p.m.  
 St. Peter's Seamen's Church.  
 Queen's Road West.  
 Matins 11 a.m., Venite, Hymns; Te Deum,  
 Lauds; Kyrie, Turkeman. Hymns, 471, 618,  
 605, 204.  
 Holy Communion 12.20 p.m.  
 Evensong 6.30 p.m., Magnificat, Haves;  
 Nunc, Barnby; Hymns, 589, 489, 354, and 15.  
 The Church Launch Dayspring will call on  
 ships carrying white crews to bring men ashore  
 to the services between 9.15 and 10.30 a.m., and  
 between 5.15 and 6 p.m. (Kowloon Police Pier,  
 10.30 and 6 p.m.) returning afterwards. The  
 "answering pennant" is the call flag. All the  
 stings are free and unappropriated. Strangers  
 welcome. Books, &c., provided.  
 Sunday school 10 to 10.45 a.m.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
 Acting Director of the Hongkong Observa-  
 tory:—  
 On the 18th at 11.30 a.m. The barometer  
 has fallen over E. Japan, risen over N. China.  
 The depression appears to be moving East-  
 wards in the N. part of the Sea of Japan.  
 Pressure remains high over the Pacific be-  
 tween Luzon and the Loochoos.  
 Moderate S. monsoon in the Formosa Chan-  
 nel and over the N. part of the China Sea.  
 Forecast:—moderate South winds; thunder-  
 showers.

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*34, Queen's Road Central,  
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**R. G. HECKFORD,  
MANAGER.**

July 18th.